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Somers, Jones & Co., grain and field seeds.*
Thayer & Co., Clarence H., commission.
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain, seeds.
Wilson & Co., B. S., grain commission.

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Bender, A., grain, brokerage & Com'n.
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Gale Bros. Co., grain, hay, feed.*
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Union Gr. & Hay Co., grain buyers and commiss'n.
Van Leunen & Co., Paul, grain consignments.

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Strauss & Co., H. M., grain, seeds, hay and straw.

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Morton Grain & Hay Co., grain, hay & feed.

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Hight Grain Co., grain brokers.
Smith & Co., F. P., grain brokers & commission.

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Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

DES MOINES, IA.

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Savage, H. H., grain broker.

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Hart Grain Co., recvrs. & shippers, grain, beans.
Hobart & Son, H. M., grain, hay and millfeeds.*
Lapham & Co., J. S., recvrs. & shippers of grain.*
Simmons & Co., F. J., grain recvrs. & shippers.*

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Menefee & Co., R. H., grain and hay.
Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
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Zorn & Co., S., grain.*

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Moon-Taylor Co., grain and hay brokers.
Owen & Jennings, brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Buxton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Jones, Lee D., grain and hay commission.*
Jones & Rogers, grain dealers.*
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

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Fagg & Taylor, grain merchants.*
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Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.*
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Owen & Brother Co., grain commission.
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Carter, Sammis & Co., grain commission.
Davies & Co., F. M., grain commission.
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Van Dusen-Harrington Co., grain merchants.*
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Wernli-Anderson Co., grain commission.
Zimmerman, Otto A., barley specialist.

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Perkins Grain Co., W. L., grain and seed dealers.
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McCaull-Dinsmore Co., grain.
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Saunders-Westrand Co., shippers of grain.
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Welsh Grain Co., grain and hay commission.

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McCague, R. S., grain, hay.*
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Stewart, D. G., & Geidel, grain, hay and feed.
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PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

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Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

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Rundell Co., W. A., grain and seeds.*
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TORONTO, ONT.

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TRINIDAD, COLO.

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Craig, J. V., hay and grain broker.*

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Kelly, Edward, wholesale grain & commission.

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Hayes & Co., John, wholesale grain and hay.
Head Grain Co., grain, millfeed, seeds.

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AND POULTRY FEEDS

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FRANKE GRAIN CO.

415-417 Chamber of Commerce MILWAUKEE, WIS.

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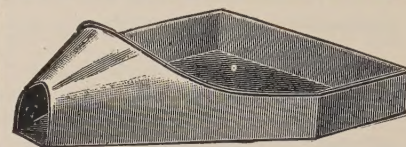
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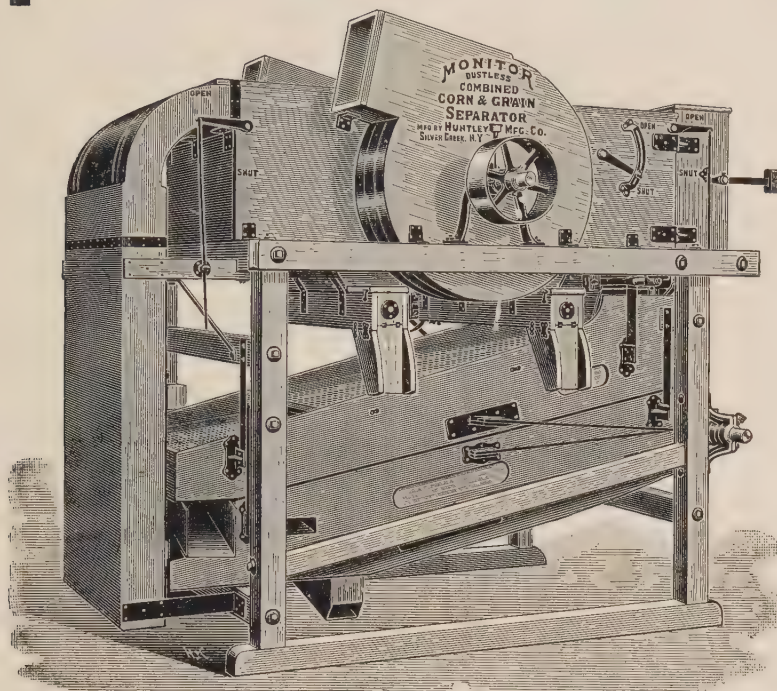
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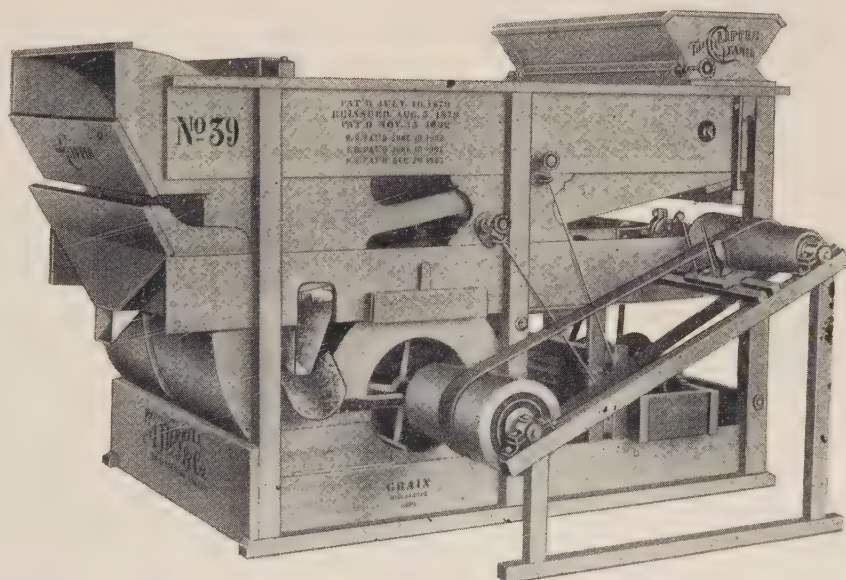
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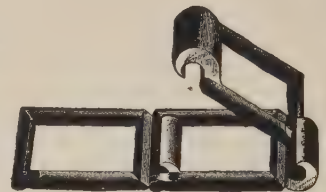
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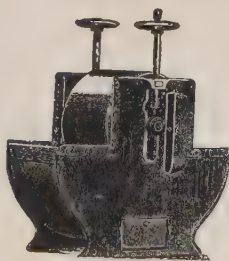
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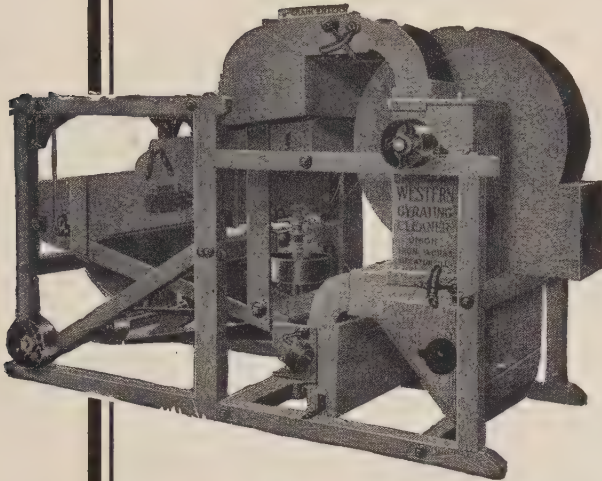
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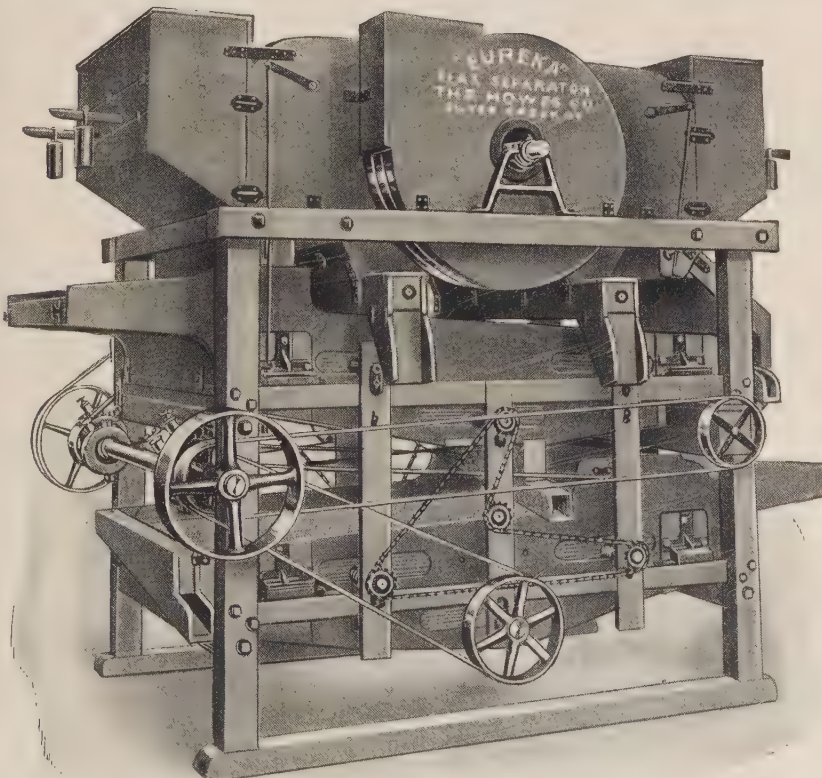
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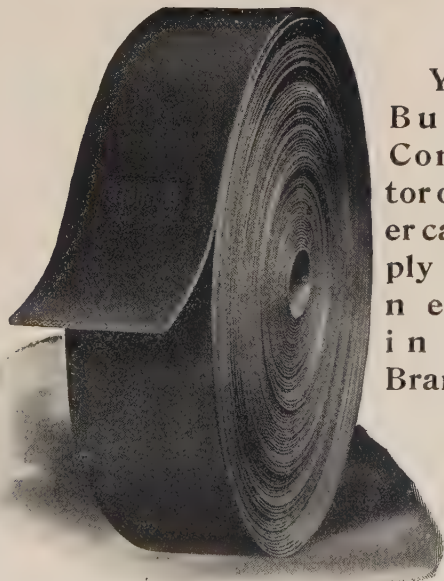
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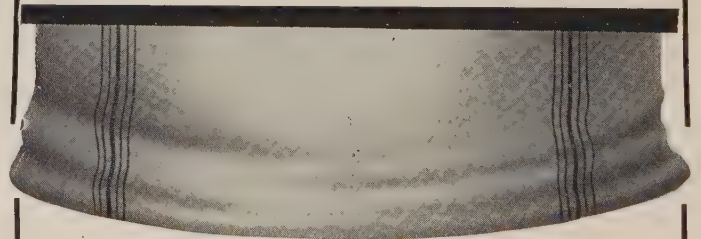
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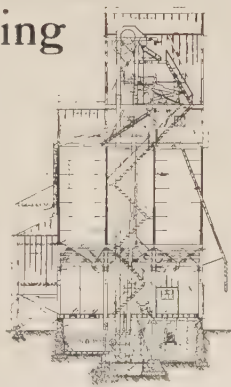
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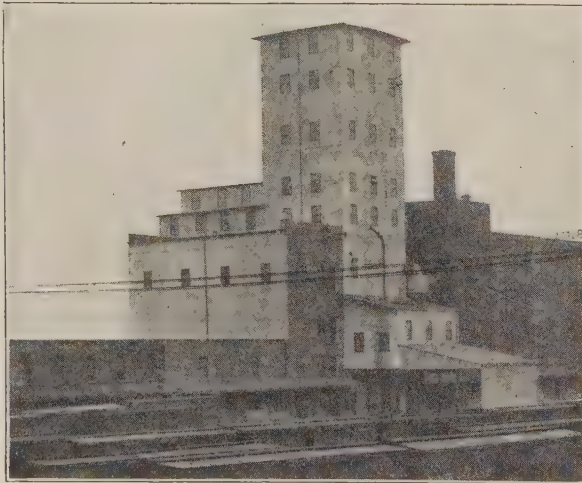
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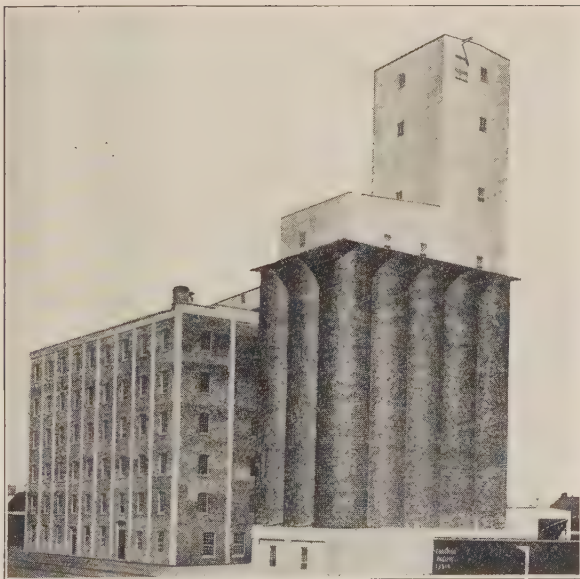
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fine gain and I am well pleased with this feed. I am feeding it this winter to my fattening hogs and they are doing fine.

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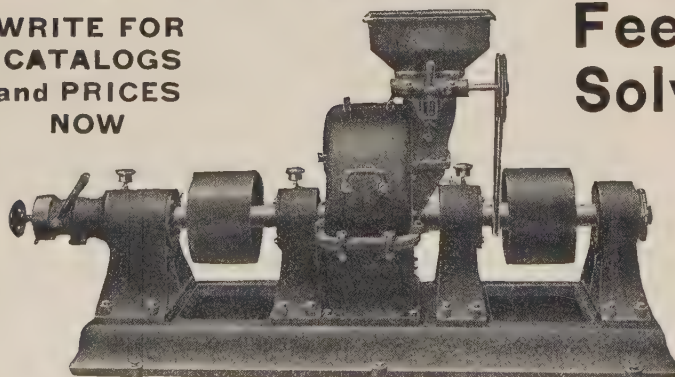
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You cannot afford to operate your plant without one of these “**Monarch**” mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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**Did It Ever
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We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

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Invincible Cleaners

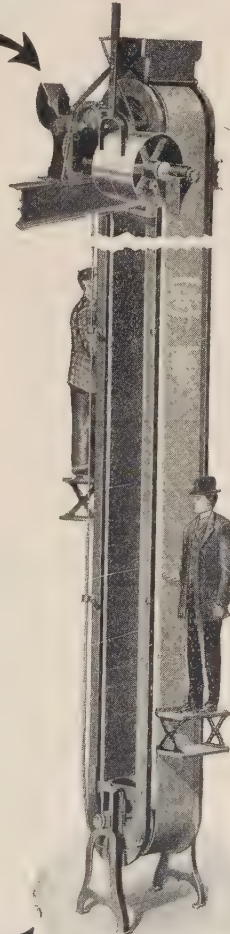
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**Barnard's All Steel
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has an independent bracket support and rollers for each tread.

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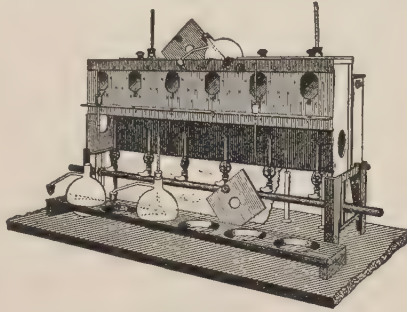
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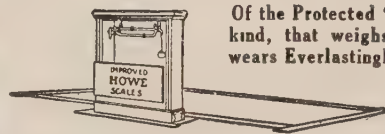
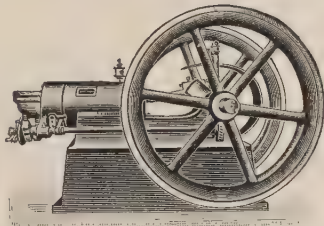
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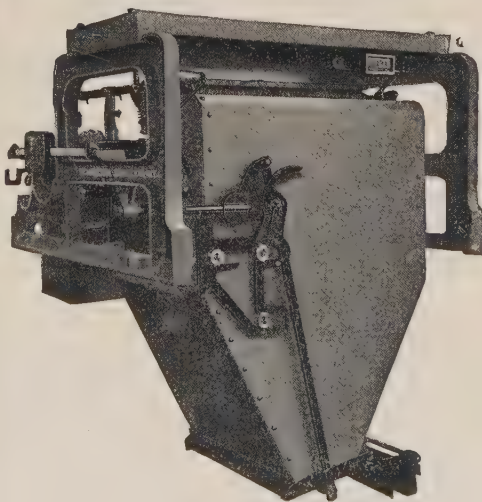
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"We have in use at our various country elevators 38 of your Automatic Elevator Scales and they are giving us very good satisfaction, and when we are in the market again for more, you will hear from us. TRANS-MISSISSIPPI GRAIN CO.
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The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

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The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

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Time saved in a month pays initial expense.

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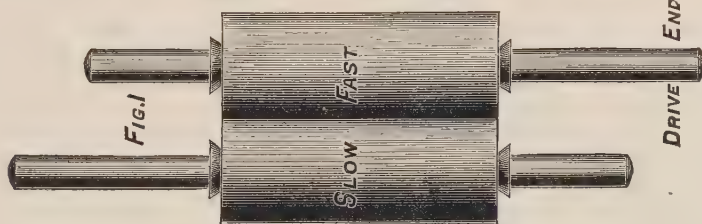
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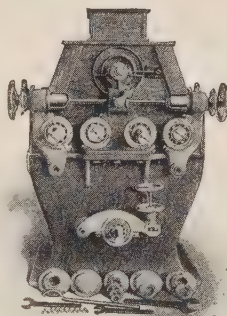


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La Salle Street, Chicago, Ill.

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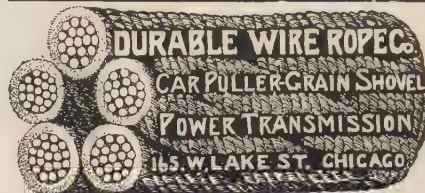
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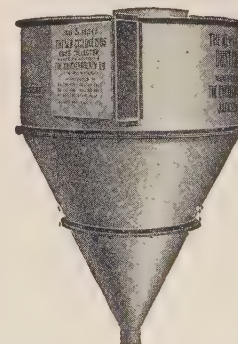
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CRUSH ear corn (with or without
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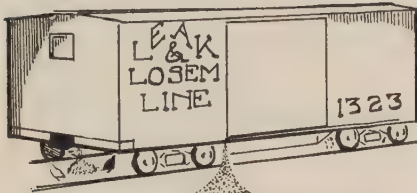
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Is this your grain?

It May Be

But these losses can be
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Kennedy Car Liners

Made by
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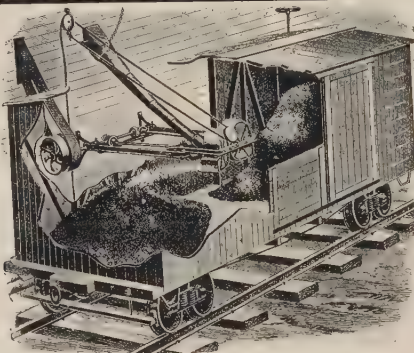
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Fills any car to full capacity,
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Cleans and cools the grain.

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Strong and durable, automatic in action, no attention after starting.

Is a big improvement to the old elevator, and makes the new one best.

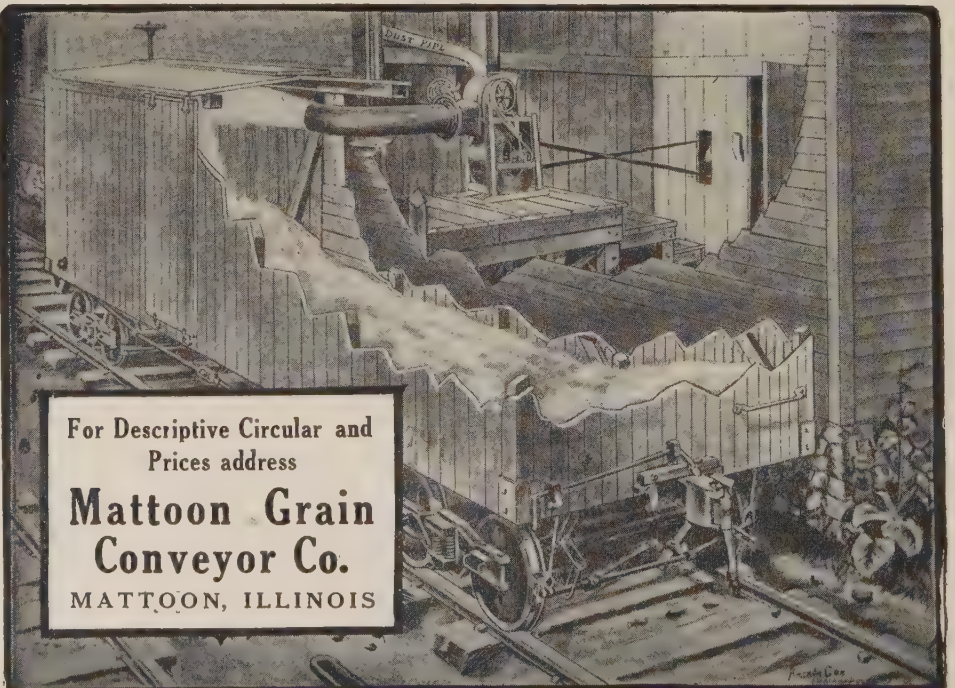
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MAN-LIFT

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

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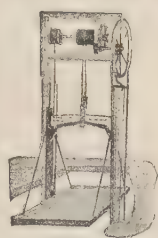
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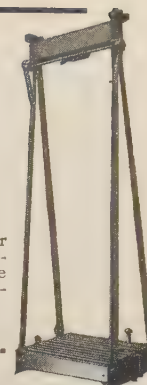
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All steel
Same Price
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Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

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It is the most practical and convenient, being operated from working floor, and pressure of foot directing the spout into any desired bin.

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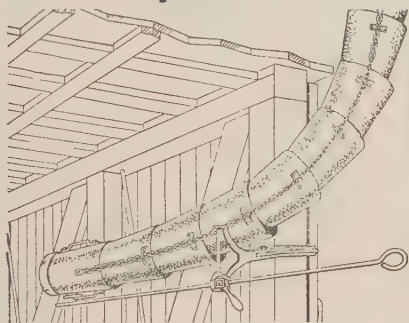
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You Keep Out of the Dust and Save Time

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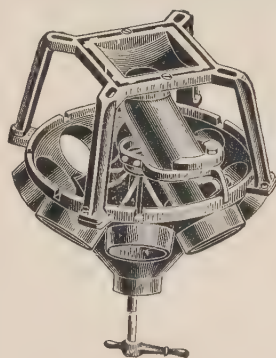
Hall Signaling Distributor

HALL SPECIAL

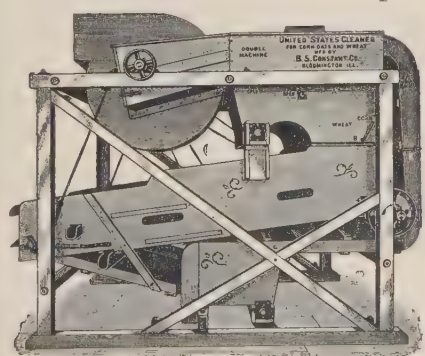
(ELEVATOR LEG)

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who have called and studied our



U. S. GRAIN CLEANER!

This is what they said:—

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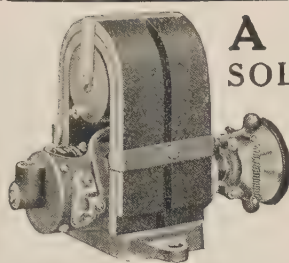
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"A mighty well made machine."

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and we added:—"Yes, and it will clean the small grain just as satisfactory as it separates the corn and cob." Come on with your orders; you are not running any risk and will be awfully glad you bot our cleaner.

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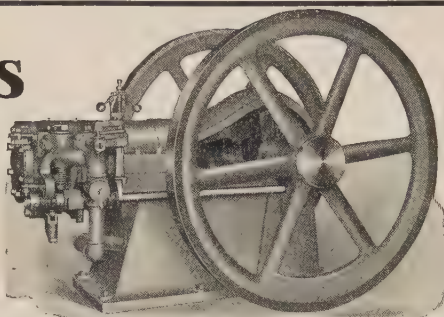
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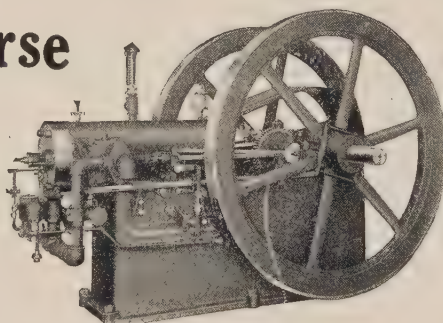
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Operate on cheap, low grade oils and give steady, reliable power all day, every day. Built to give years of service. The ideal power for mill or elevator. Write for catalog No. 550 MM.

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Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

DIRECT REDUCTION TABLES

for

Wheat, Buckwheat, Barley and Timothy

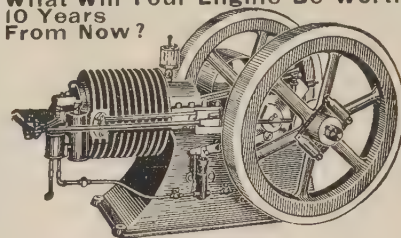
reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

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315 S. La Salle Street CHICAGO, ILL.

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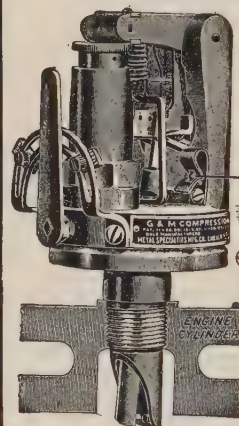
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A Revelation In Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

**We can save you
MONEY, TIME
AND TROUBLE**

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If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

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An Elevator
Machinery
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An Elevator
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Grain Dealers Journal

CHICAGO, ILL.

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EDISON BSCCO PRIMARY BATTERY

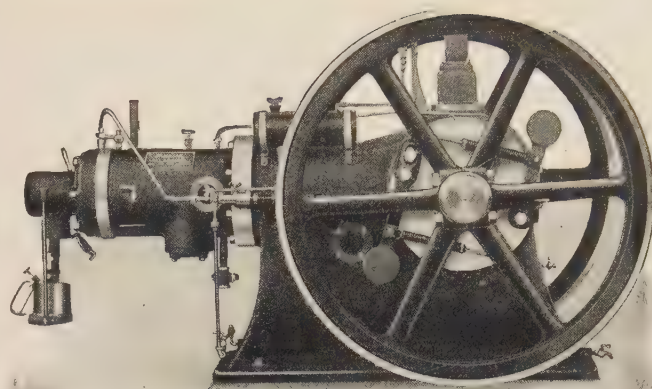
If every prospective primary battery purchaser could have access to a test room where the several types and makes are tried out, he would see at once why Edison cells are so generally used.

This superiority is due to several reasons, such as correct design, highest grade raw materials, rigid inspection of the various operations of manufacture and a careful test of the finished product, the result being the ideal cell for small motor work, telephone talking circuits, gas engine ignition, experimental work, etc.

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The Engine you should buy—

Operates on cheapest fuel known, Fuel Oil. Also operates on Crude Oil, Solar Oil, Gas Oil, Kerosene, Distillate and Naptha without any change in engine whatever.

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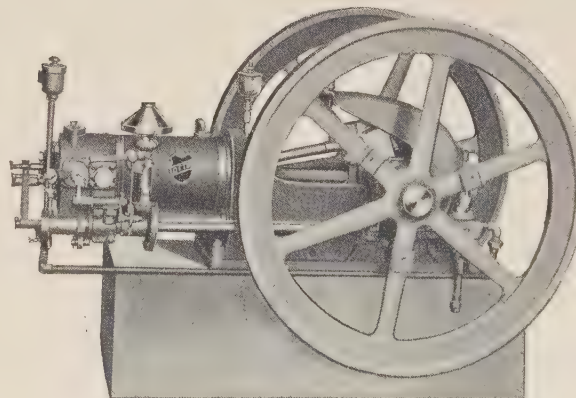


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The fuel economy and low up-keep of the OTTO results in lower power costs than is possible from other makes of internal combustion engines.

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THAN EVER, YET LOWER IN
PRICE THAN FORMERLY.**

Built in all sizes from 1 to 300 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.—Send for Bulletin No. 3.—Address nearest office.



THE OTTO GAS ENGINE WORKS

HOME OFFICE AND FACTORY:

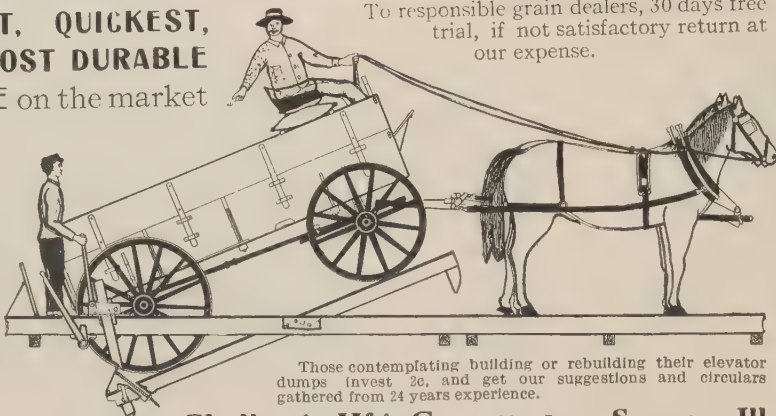
15-17 So. Clinton St., Chicago

3217 WALNUT ST., PHILADELPHIA, PA.

1205 Union Ave., Kansas City, Mo.

**SAFEST, QUICKEST,
AND MOST DURABLE
DEVICE** on the market

The
CHALLENGE
is now in
operation on
all makes of
dumps where
others fail.



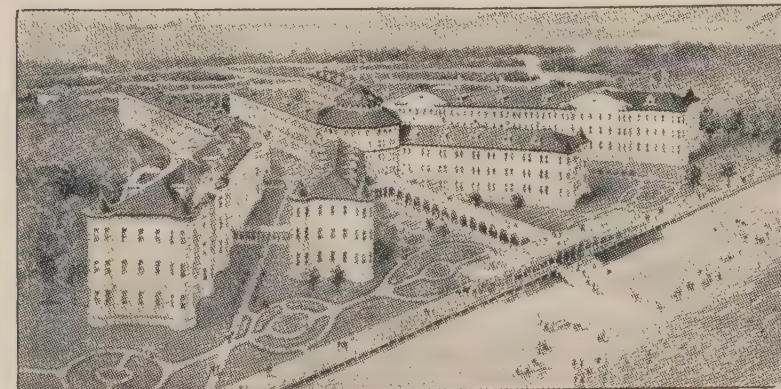
To responsible grain dealers, 30 days free trial, if not satisfactory return at our expense.

Those contemplating building or rebuilding their elevator dumps invest 2c, and get our suggestions and circulars gathered from 24 years experience.

Challenge Mfg. Co., Not Inc. Seneca, Ill.

Where

The Ohio Grain Dealers Ass'n will hold its Annual Meeting, June 19 and 20, and the Council of North American Grain Exchanges will hold their Semi-Annual Meeting, June 17 and 18.



Breakers Hotel

Cedar Point, Ohio

Write right now for reservations.

Grain Dealers Everywhere Are Using The Automatic Dump Controller



Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

Also build

Grain Elevators

Write for plans and estimates.

L. J. McMILLIN

Board of Trade Building
INDIANAPOLIS, IND.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

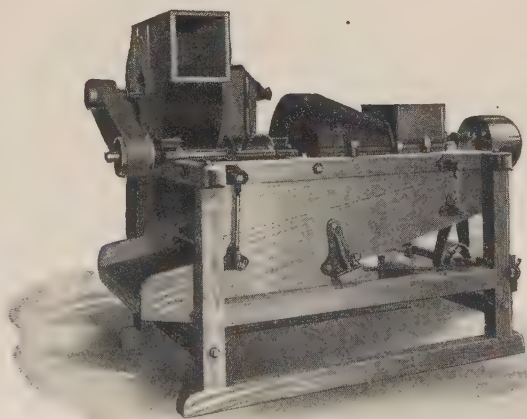
The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 1/2 x 3 1/2 in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL
315 S. LaSalle St. CHICAGO, ILL.

The SIDNEY Sheller and Cleaner Combined



There is a Reason for it when Grain Dealers write us letters like the following:

Belle Center, Ohio, February, 16, 1912.

Gentlemen:—

In 1909 we purchased one of your Combined Shellers and Cleaners, and beg to say that it has given the very best of satisfaction in every particular.

It has always been a difficult matter to obtain a sheller that would do a complete job of shelling Pop Corn until we purchased this one of you. We can also do as good work as the average Cleaner in getting oats ready for the market.

We have given this Sheller some very rough usage for the past three years and have not had to purchase as much as a bolt for it.

Respectfully,

HEALY BROS.

The Philip Smith Mfg. Co.


SIDNEY, OHIO

A Complete Stock at Enterprize, Kansas

Write for Catalogue 25.



THE OLD WAY

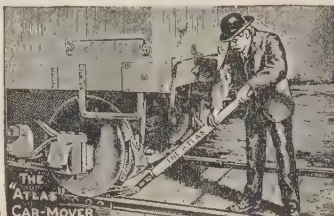
One Man 
with an ATLAS can easily
move a loaded one.
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

will pay for itself daily
and last for years.

 Twelve men with a crowbar
can hardly move an empty car.

THE NEW WAY



LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

**DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.**

**ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY**

**A FULL STOCK CARRIED.
GET OUR PRICES.**

ELEVATOR MACHINERY

**GRAIN DRYERS—All Sizes, CRUSHERS,
SHELLERS and MILLS. CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

HOTEL VENDOME

THE MINNEAPOLIS DOLLAR HOTEL
200 MODERN ROOMS

Located in Heart of Business District

Automatic Sprinkler and
Fire Proof Construction

\$1.00 SINGLE RATE \$1.00

Rates for Two Persons, \$1.50 Private Bath and Toilet Extra.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows:
Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare;
Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price. \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

THE VILTER MFG. CO.

Established 1867.

762-790 Clinton Street, Milwaukee, Wis.

802 Monadnock Bldg., Chicago, Ill.

CORLISS ENGINES



CORLISS ENGINE WITH
ROLLING-MILL TYPE BED.

for belted or
direct-connected
service.

Simple, compound
and compound
condensing.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

No More Choked Grain Belts

No More Overflowing Grain Bins

No More Mixed Grain in Your Elevator

All these troubles can be avoided positively by installing in your Elevator

"The Fitzgerald Automatic Electric Overflow Alarm"

It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

GRAIN ELEVATOR SPECIALTIES, Ltd.

344 Grain Exchange

Winnipeg, Manitoba

Over 500 elevators in Western Canada will be installed as fast as possible to do the work.

New York Coal Company

8 E. Broad St.

Columbus, Ohio

PRODUCERS OF

Specially Prepared Coal

"It all comes out
in the WASH"

We
wash
out
the
refuse

You
get
ALL
COAL



The
very
top-notch
of
Perfection
in
Preparation

Manhattan Washed Egg and Stove Coal

The Ideal Coal for Cook Stoves and for Summer Use
"In a class by itself."

Economical for both Dealer and Consumer

BOX CAR Shipments a speciality

Hand forked "KNICKERBOCKER LUMP"



Stewart Speedometer

The perfect speed and distance measure. A beauty in appearance; a marvel in accuracy

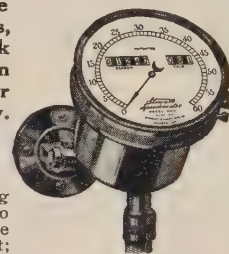
Speedometers costing more than the Stewart are priced high, not because they are better, but only because they are fewer. The extra price doesn't represent value; it only means a smaller output.

Stewart speedometers are on four out of five cars. Other makers can't supply a comparable instrument at double the price.

They save you from arrest and accidents, keep track of your season mileage, save you money on tire adjustments, help you follow guide-book mileage when touring, and in other ways help you enjoy your car and operate it economically.

**GUARANTEED FOR
FIVE YEARS**

Magnetic principle—slow moving parts, hardened and polished, no wear; ball and jewel bearings. Simple odometer; unbreakable flexible shaft; drop forged swivel joint; noiseless road wheel gears.



Speedometers, \$15 to \$30
Rim Wind Clock Combinations
\$45 to \$70

WRITE FOR CATALOG

STEWART & CLARK MANUFACTURING CO.
1883 Diversey Boulevard, CHICAGO

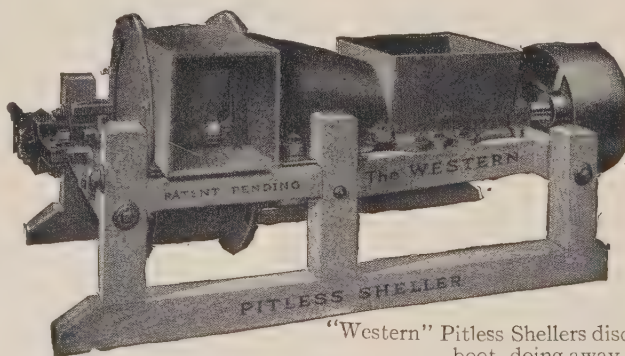
Detroit Chicago San Francisco New York Boston Cleveland Philadelphia
Kansas City Los Angeles Minneapolis Indianapolis London Paris

The "WESTERN" Sheller

Western Shellers are simple in construction and easily adjusted to suit the different conditions of corn by the use of the patent adjusting lever with which the shelling surfaces are opened or closed instantly and while sheller is working at full capacity.

The sheller is so well balanced and substantially built that it runs perfectly smooth and quiet, and cannot be heard unless shelling corn.

Western Shellers cannot choke, and can be stopped and started with the hopper and sheller full of corn.



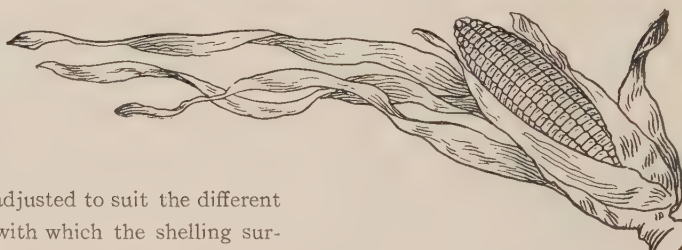
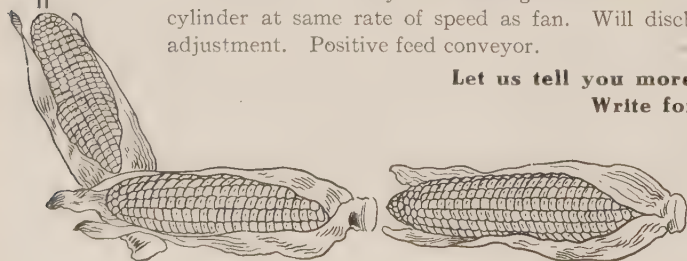
"Western" Pitless Shellers discharge directly into the elevator boot, doing away with the deep pit.

We have the only fan discharge sheller that WILL NOT CRACK THE CORN, because of corn leaving cylinder at same rate of speed as fan. Will discharge either right or left or under or over with few minutes' adjustment. Positive feed conveyor.

Let us tell you more about "Western" Shellers.
Write for catalog today.

UNION IRON WORKS

DECATUR, ILLINOIS



"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

1 12" ATTRITION MILL for sale, new. Address Mill, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One No. 2 Victor sheller, one No. 2 Cornwall rolling screen cleaner in good condition. W. H. Aiman, Pendleton, Ind.

FOR SALE—One new never used 100 to 125 H. P. rope transmission, complete with tension carriage and rope. Make us an offer. Mississippi Box Co., Cairo, Ill.

MACHINES FOR SALE find over 6,000 buyers, who are now making or planning their annual improvements, by inserting an advertisement in the "Machines For Sale" columns of the Journal.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x 18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

REBUILT SECOND-HAND MACHINERY

at Bargain Prices
For ELEVATORS, FLOUR
and FEED MILLS.

The largest Stock of Machinery in the World.

Roller Feed Mills—9x30 "Wolf." Three pair high. 6x18 Hutchison, 6x18 Rickerson, 6x20 Howell, 7x14 Great Western, 9x18 Hutchison, 9x18 Graham, all two Pair High. —No. 1 Willford, No. 2 Willford, No. 3A Howell, 6x12 and 6x15 Monitor, all three Roll two Break Mills.

Corn Shellers—No. O. "Victor" Corn Sheller and cleaner combined, "Niagara" Sheller and cleaner, 75 bu. capacity; No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard, Joliet, No. B Triumph.

Corn and Cob Crushers—Hoosier, No. 2 Acme, No. 6 Excel, No. 8 Bowsher, No. 14 Economy.

Feed Grinding Mills—No. 2 and No. 4 Kelly-Duplex, No. 13 and 14 Double "Quaker City," No. 12 and No. 2 New Holland, No. 14 Bull-dog, No. 4 Peerless, No. 1 Style L Foos, No. 1 Style N Foos, No. 7A and No. 10A Bowsher, No. 8 Appleton, No. 9 Universal, No. 2 Bogardus.

Attrition Feed Grinding Mills—19", 22" Foos, 16" and 20" Monarch, 30" American.

Separators—No. 177 BARNARD'S DOUBLE SIDE-SHAKE MILLING SEPARATOR for winter wheat; capacity 250 bu. per hr. Brand new. No. 1½ Eureka, No. 3 Eureka, No. 4½ Barnard, Milling Separators, No. 134 Eureka Receiving Separator, No. 98 Barnard Perfected, No. 3 and No. 4 Barnard Dustless Counter-balanced, No. 8 Eureka Elevator Separators.

Oat Clippers—No. 3 Monitor, No. 4 Barnards, No. 321 Eureka, No. 6, 8 and 9 Invincible.

Elevator Belting—All sizes up to 24" wide; 800 ft. 22" Rubber Belt with 20x6 Cups @ 50c per ft, also 300 ft. 18" Rubber Belt with 16x7 Cups, 200 ft. 16" Rubber Belt with 14x6 Cups and many others. Cast-iron and wood-split pulleys, second-hand Leather Belting, Shafting, Hangers, etc., at Bargain Prices. Big Stock. Quick shipments. Write for Gump's Bargain Book, giving complete list of machinery and material on hand with net prices.

Estb. 1872. B. F. GUMP CO. Inc. 1901.

431-437 So. Clinton St. Chicago, Ill.

General Mill Furnishers.

MACHINES FOR SALE.

FOR SALE—1 No. 1F Marseilles Warehouse Corn Sheller. New, never been used. Horner Bros., Caruthersville, Mo.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

FIRST CHECK FOR \$200 IS BUYER.

One 20 H. P. Steam Engine,
One 20 H. P. Steam Boiler,
One No. 2½ Western Sheller,
One No. 2½ Western Cleaner.

Above machinery in first-class order and suitable for small country elevator. Was taken from our elevator and replaced with larger machines. These are second hand, but we guarantee them in good shape and ready for immediate installation. First check for \$200.00 gets this bargain f. o. b. central Illinois, Wabash Station. Address, Wabash, Box 10, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Large Fairbanks track scale, good condition, complete with steel eye beam setting. Address The Ansted & Euk Co., Springfield, Ohio.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

SCALES FOR SALE—Rebuilt scales, guaranteed in good condition, at half prices. 100-ton, 42-ft. Standard; 80-ton, 42-ft. and 60-ton, 38-ft. Fairbanks; 10-ton, 14-ft., 6-ton, 14-ft., 5-ton, 14-ft. Fairbanks wagon; 200 and 150-bu. hopper Fairbanks; 3,500-lb. and 2,500-lb. dormant. Several portable scales. Also new scales; all sizes. Repairing and testing a specialty. Standard Scale Co., 1345 Wabash Ave., Chicago.

STEAM ENGINES—BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamoes—Motors" columns of the Grain Dealers Journal, Chicago.

GASOLINE ENGINES

20 H. P. NEW ERA Gasoline Engine in good condition. Price \$250.00. The Mason Fence Co., Leesburg, Ohio.

FOR SALE—One 22 H. P. Fairbanks, Morse Gasoline Engine; will sell cheap. W. H. Aiman, Pendleton, Ind.

ONE 25 H. P. Gas or Gasoline Engine as good as new, for sale cheap. Gregg Bros., Urbana, Ohio.

1-15 H. P. GASOLINE ENGINE for sale. Guaranteed first-class, running order, \$180. Address Engine, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—15 H. P. Fairbanks-Morse gas engine, good as new. Will take half price, account changing motor power. American Printing Co., St. Joseph, Mo.

One 35 H. P. Natural Gas or Gasoline engine for sale. In good condition. Will sell cheap. Elliott & Reed Co., Richmond, Indiana.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 25 H. P. Columbus Brown horizontal gasoline engine as good as new for service. In perfect condition—\$280.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 50 H. P., 3 cylinder Nash Gas or Gasoline engine. In perfect running order.

One Auglaze 14 H. P. Gas engine practically new, in splendid condition. Price \$150.00. Goodrich Bros. Grain Co., Winchester, Ind.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES WANTED.

LIGHT THREE-WHEELED Motor Car wanted. Box 15, Humrick, Ill.

CORN CLEANER WANTED, medium size, prefer Cornwall. J. R. Stafford, 31 Third Ave., East, Cincinnati, Ohio.

WANTED—Second-hand mixing machine for small feed manufacturing plant. Prefer Gnat or Draver. Address Edgar, Box 10, Grain Dealers Journal, Chicago.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

ELEVATORS FOR SALE.

OHIO ELEVATOR, Feed and Coal business for sale. Good buildings, good location. Price \$2,500.00. Address J. A. C., Box 10, Grain Dealers Journal, Chicago.

NORTHEAST KANSAS ELEVATOR for sale. Big wheat crop to handle, best of competition, big territory. Address F. H. C., Box 11, Grain Dealers Journal, Chicago.

IOWA GRAIN ELEVATOR for sale at a bargain; 4,000 bus. capacity; in good condition; located in good grain country, only elevator in town. Address Commerce, Box 11, Grain Dealers Journal, Chicago.

SOUTH DAKOTA ELEVATOR and residence for sale. Best grain section in State. Place must be sold at once, good reason for selling. A snap at \$5,500. Address, L. B., 732 Olympia, Sioux Falls, S. Dak.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

WELL EQUIPPED ELEVATOR of 25,000 bu. capacity, located in N. E. Kansas on two R. R.'s. Price \$5,000. Wheat prospect 90%. Address Prospect, Box 11, Grain Dealers Journal, Chicago, Ill.

MICHIGAN ELEVATOR for sale. Good bean, grain and coal business, with coal and hay sheds. Good locality. Address A. B. C., Box 10, Grain Dealers Journal, Chicago, Ill.

30,000 BU. NORTHERN KANSAS elevator, good territory, growing crops good. Will sell right for cash or will take small elevator and real estate if well located. Address Kans., Box 10, Grain Dealers Journal, Chicago, Ill.

TWO INDIANA ELEVATORS, with hay, coal and retail business, good for 250,000 grain, 125 car hay and 125 car coal. As good as an investment as any in the State. Address Smada, Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO—25,000 bu. elevator, private grounds. Good grain and retail business. Profits \$10,000.00 per year. Price \$15,000, would take good property for part. Address A No. 1, Box 11, Grain Dealers Journal, Chicago, Ill.

TWO SOUTHERN KANSAS Elevators, located on A. T. & S. F. R. R., in one of the best wheat Counties in the State; prospects never better; both money makers. Other business reason for selling. Address, P. O. Box 366, Wichita, Kans.

WISCONSIN ELEVATOR AND MILL for sale. 10,000 bu. elevator, 50 bbl. steam roller mill. On C. M. St. P. R. R. No competition. Up-to-date flour and feed mill. Everything in good running order. Address Roller, Box 10, Grain Dealers Journal, Chicago.

AT GLEN ULLIN, N. DAK., a money-maker, good for hundred thousand bushels per annum, cribbed, gasoline power, rope drive, capacity 31,000 bus. Best proposition in the Northwest. Golden Valley Independent Grain Co., 303 Board of Trade, Duluth, Minn.

CENTRAL KANSAS ELEVATOR for sale. Elevator and home in the Turkey Wheat Belt, located on two railroads; fine prospects for crop. Elevator 11,000 bus. capacity. This is a money maker and will not be on the market long. Price, \$5,200, if sold at once. Good reasons for selling. Address, Profit, Box 10, Grain Dealers Journal, Chicago.

\$6,500 WILL BUY an elevator in central part of Oklahoma. Equipped with Fairbanks engine, Bowsher chop mill, Hopper loading scale and automatic sacking scales. Large feed warehouse in connection, also coal bins located on track. Have a good flour, coal and feed business in connection. Located on C., R. I. & P. Ry. Good grain point, and wheat and oats crop prospect never better. Will make terms to suit purchaser. Address Okla., Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

35,000 BU., FIRST-CLASS South Dakota elevator for sale. Cribbed and coal sheds. In eastern section of State. Best of grain territory. Address Dakota, Box 11, Grain Dealers Journal, Chicago, Ill.

12,000 BU. KANSAS elevator for sale, on Mo. Pac. R. R. Good wheat and corn section, in Rice Co. Price \$3,900. For particulars address J. F. Schmidt, Geneseo, Kas.

FOR SALE OR LEASE—15 Grain and Hay stations. Oldest line of elevators, warehouses, scales, 70,000 bu. storage. Best Red Wheat, Red Oats and hay territory. Best railway facilities and gateway. Reasonable terms. Address 219, Coffeyville, Kans.

CENTRAL ILLINOIS—New modern 120,000 bu., cribbed elevator for sale. Slate roof, steel siding, brick engine room and furnace heated office. Price \$18,000.00. Located on I. C. R. R. Address, Jas., Box 8, Grain Dealers Journal, Chicago.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

CENTRAL SOUTH DAKOTA modern 14,000 bu. cribbed elevator for sale, with store room, feed mill and coal sheds in connection. Located on Milwaukee Ry. A bargain at \$3,750.00. Station has two other line houses. Address Lock Box 114, Fulton, S. Dak.

FOR SALE OR LEASE.

Grain Elevator.

Four-story building, 21,000 square feet of space, on railroad switch. Grain elevators, conveyors, separators, scales, etc.

Fred'k A. Schmidt & Son,
136 E. Fourth Ave., Cincinnati, Ohio.

IOWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

FINE \$2,000 MODERN 7,000 bu. grain elevator, feed store and small dwelling in Requa, Wis., splendid opportunity, handling grain, flour, feed, coal and livestock. No competition. Moved to California reason for selling. For further particulars address The Hanson Supply Co., Osseo, Wis., R. F. D., or 1068 E. 5th St., Pomona, Cali.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Nebert engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

THE FARMERS ELEVATOR CO., Niles, Kans., have an up-to-date 20,000 bu. elevator to rent. House equipped with a new 25 H. P. Witte gas engine, 500 bu. hopper scale, Invincible grain cleaner (400 bus. per hour), new cylinder corn sheller and cleaner (350 bus. per hour). Elevator will handle ear corn and wheat at same time and equipped with a Bowsher feed mill. Address J. E. Sullivan, Niles, Kans.

WELL LOCATED MODERN OHIO ELEVATOR for sale, modernly equipped. In southwest section of State, with unexcelled shipping facilities, doing an average business of over 100 cars annually. Also handle a large amount of coal, flour and feed. Will sell cheap, if quick sale. For further information, address, "Man," Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHERN OKLAHOMA ELEVATOR for sale, big territory, agreeable competition. Handles lots of wheat, oats and kafir corn. Address 1311 D St., Perry, Okla.

20,000 BU. OKLAHOMA elevator, cribbed. Only elevator in town, and fine prospects for bumper crop. Good flour and feed business in connection. Address D. K. S., Box 9, Grain Dealers Journal, Chicago.

GOOD CENTRAL IOWA grain and coal business for sale or trade. Will trade for Southern Minn., improved quarter section. Address Section, Box 11, Grain Dealers Journal, Chicago, Ill.

\$25,000 BU. OHIO ELEVATOR. Best grain section in Western half State. Cribbed, concrete foundations, steam power. Big side line business. Address Ingo, Box 11, Grain Dealers Journal, Chicago.

NORTHEASTERN ILLINOIS—For sale, \$6,500, or rent \$65 per month, 30 M cribbed first class elevator. Receipts about 200,000. No competition. Address Nox, Box 11, Grain Dealers Journal, Chicago.

FOR SALE — 20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

NORTH DAKOTA—Modern up-to-date 40,000 bu. elevator in first-class condition, with coal business, for sale. An excellent grain point, good reasons for selling. Address Point, Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN ELEVATOR for sale —An elevator at Winfredd, S. D. Pipestone, Minn., Monticello, Minn., and Bantry, N. D. Write us for full information as to price. Stair, Christensen & Timmerman, Chamber of Commerce, Minneapolis, Minn.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

KANSAS—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

WESTERN INDIANA.—10,000-bu. elevator for sale, on Wabash Ry. Elevator in A No. 1 condition, cribbed, iron roof and sides, steam power. No competition. Big paying side lines and retail business. A money maker; cleared over \$3,000 last year. Price \$5,000. Address Lake, Box 10, Grain Dealers Journal, Chicago.

SOUTH DAKOTA.—For sale, 30,000 bu. cribbed elevator, two scales, six horsepower gas engine. Good grain, coal and feed business, only corn crib in town. Located on C., St. P., M. & O. R. R. In southeastern part of state. Other business reason for selling. Address, Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA, grain, coal, flour, feed and live stock business for sale, 18,000 bu. elevator. Ships out 100,000 bus. of grain and 30 cars of live stock and ships in about 1,000 tons of coal per year. \$2,800.00 cash, net, takes this whole bargain. First man first buyer. Address, Bros., Box 8, Grain Dealers Journal, Chicago.

SOUTH DAKOTA—Will sell two elevators for cash only. With large territory in each town, two elevators in each town. 20,000 bus. capacity, cribbed; been built four years. Gasoline engine, dump and weighing out scales. Very reasonable price if taken quick. Excellent prospects for crops. Address Box 36, Mitchell, S. Dak.

ELEVATORS WANTED.

ELEVATOR WANTED for good 160 acre farm, well tiled, new house, large barn, crib, etc., in North part of Shelby Co., rented for half delivered. C. A. Burks, Decatur, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

WANTED—Elevator in central Indiana, in good condition, must show the business. Give full information as to house and business in first letter. Address Heeco, Box 11, Grain Dealers Journal, Chicago.

I HAVE A GOOD IMPROVED quarter section in Polk County, Minn., one mile from town. Want elevator with coal business in Iowa or Southern Minn. Must bear close investigation. Address Box 400, Iowa Falls, Iowa.

ELEVATOR WANTED in Northern Indiana or lower Michigan, handling around 100,000 bus., with side lines. Want to buy soon or lease. Tell what you have in first letter. Must be a bargain. Address W. O. L., Box 11, Grain Dealers Journal, Chicago.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. La-Crosse Wrecking & Lumber Co., La-Crosse, Wisconsin.

ELEVATOR BROKERS.

C. A. BURKS, DECATUR, ILL., Buys, Sells and Trades Elevators. Correspondence Confidential.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. **NO OTHER WAY.** 12 years' experience worth \$1,000 to buyers **GRATIS.** List with me, buy of me and have good luck.

BUSINESS OPPORTUNITIES.

CASH GRAIN BROKERAGE and Private Wire Offices for sale in good Central Illinois city. For full information address Business, Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO GRAIN, FEED AND POULTRY business, half-interest for sale. Buyer can make plenty of money, and have management. Good reason for one partner retiring. Bowen-Snyder Co., Mansfield, O.

ANY OPPORTUNITY of interest to the grain trade finds the largest and most interested audience if made known through the "Business Opportunities" columns of the Grain Dealers Journal.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

PARTY WANTED for Cash Grain Brokerage Business in good city in Central Illinois. All negotiations confidential. Address Brokerage, Box 11, Grain Dealers Journal, Chicago.

PRACTICAL GRAIN and mill man wanted with \$5,000 cash to buy half interest in and manage the best located and equipped corn mill and grain plant in North Texas. Will invoice \$17,000, incorporated, owner can't give personal attention, made good money last year, best crop prospects in ten years. W. D. Benton, Van Alstyne, Tex.

SITUATIONS WANTED.

SUPERINTENDENT WANTS POSITION. Competent. Address Eltr., Box 11, Grain Dealers Journal, Chicago.

WANTED POSITION as helper or second man in grain elevator. Address 231, Box 11, Grain Dealers Journal, Chicago.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANT POSITION AS MANAGER country elevator, experienced and can furnish references. Address W. H., Box 10, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

MAN WITH 20 YEARS experience in grain and flour trade of southwest desires to correspond with large mill or elevator wanting a competent man. Address Box 84, Duncan, Okla.

WANTED POSITION by grain man thoroughly familiar with Grain Commission and Shipping Business in Southwest. Address Southwest, Box 10, Grain Dealers Journal, Chicago, Ill.

YOU CAN GET A PARTNER if you will only make your want known through the "Partner's Wanted" columns of the Grain Dealers Journal. Others have, and we can do the same for you.

WANTED—Position as manager of country elevator, in Kansas preferred. Have had four years experience and can give good references. Address, Chase, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED as manager for Farmers Elevator Co., in Minn., N. D. or Canada. Have ten years experience and can give the best of references. State salary in first letter. Address Canada, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or grain buyer for country elevator by an experienced young man. Now employed. Can furnish the best of references as to character and ability. Address Box 55, Green Mountain, Iowa.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married, and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as grain buyer for some Elevator Co. I am German, can speak either high or low, have had several years experience and can give first-class references as to my ability. Am 30 years old, weight 180 lbs. Address Albert F. Conrad, Alden, Minn.

FIRST-CLASS GRAIN MAN with eight years experience, desires a position with some grain firm, Kansas or Oklahoma preferred; can handle any branch of the business, and am not afraid of a little work or a little dirt. Address "H," Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN FIRMS IN CALI. COAST towns or Seattle, Wash. Want to correspond regarding position as manager or office work of any kind in the grain business. 10 years experience in Okla. and Kans. Am confident will make good. I ask a trial. Address Cali., Box 11, Grain Dealers Journal, Chicago.

AS THE CULVER GRAIN & SEED CO. are changing hands, which firm I have been with for the last seven years. I am looking for a good position. Have had 20 years experience in grain and seeds. Am 37 years old. Can give very best references. I am sober and always on the job. Address Arthur Castleman, Culver, Ind.

HELP WANTED.

BOOKKEEPER experienced in grain elevator business, one who can handle books of company operating three elevators. Salary depends on ability. Address Edmisson Bros. Grain Co., Knowles, Okla.

WANTED—Experienced grain buyers who can give bond, with Minnesota, Iowa or South Dakota experience, for North Dakota and Montana points. Address Mnpls., Box 11, Grain Dealers Journal, Chicago.

WANTED — Young men, familiar with buying grain, for positions as elevator agents at new points in Saskatchewan and Alberta. State age, experience and qualifications. Address National Elevator Co., Winnipeg, Manitoba, Canada.

WANTED—Reliable man to run country elevator in eastern Indiana, corn and oats territory, new house, gasoline power, state wages expected, experience required. Address Wages, Box 11, Grain Dealers Journal, Chicago.

GRAIN BUYERS WANTED for elevators at several stations on the line of the Great Northern in North Dakota and Minnesota. Give age, experience, single or married. Address Man, Box 11, Grain Dealers Journal, Chicago, Ill.

WHEAT BUYER WANTED for southern Illinois mill. Must be good judge of wheat and competent to operate and care for elevators. References must accompany applications. State compensation expected. Address Buyer, Box 11, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE OR EXCHANGE at 75% cost —an up-to-date 100 bbl. steam flour mill and elevator in good condition. Address Hagen & Waller, Osseo, Wis.

FOR SALE FLOUR AND FEED mill at New Milford, Ohio, steam power, 50 bbl. capacity, good wheat belt, railroad switch at mill. Hallock Bros., New Milford, Ohio.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. El. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA FLOUR MILL for sale or trade, located in town of 800 to 1,000 inhabitants, with large territory to draw from. In good condition. Other business. J. A. Pauly, Tabor, S. Dak.

FOR SALE—Flour Mill located in good wheat belt; has good local trade, and is making good money. Owner has land interest in Arizona that he wants to devote his time to, and is only reason for selling. This is a snap. Address, L. B. 242, Gage, Okla.

FOR LEASE OR SALE: Good 3 story brick, 75 bbl., steam flour mill, located in good wheat country, town of 2,200 people, on main street, fully equipped. Young man helred this mill and will give long lease or sell at BEDROCK. A real snap you seldom find. Investigate today. Chetopa Milling Co., Chetopa, Kans.

FOR SALE—A well equipped and complete milling plant of moderate capacity. The owner's state of health requires changing climate. The property can be bought cheap and very below its value. I can offer inducements, which I know will prove attractive. If you are a mill man and are looking for something live let me hear from you promptly. This is an opportunity not often found. Address Live-one, Box 11, Grain Dealers Journal, Chicago.

FIVE STORY CEMENT BLOCK FEED Mill, storage capacity 40,000 bus., grain with warehouse for 10 cars baled hay and feed. Mill is new and fully equipped with modern machinery, and is the only mill within a radius of 12 miles. Railroad switch at mill and warehouse. Natural gas the cheapest power in the world. Net profits better than \$6,000 per year. Rare opportunity. S. J. Clark, 380 Ellicott Square, Buffalo, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

WANTED—Oats, Straw and Packing Hay. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

WE HAVE at all times on hand for disposal large quantities of all kinds of second-hand Burlap and Burlap Bags, as well as Cotton and Paper Flour Sacks, for all purposes, which we offer at reasonable prices. Our specialty is purchasing most anything in this line and grading and mending them for the consumer. Peerless Trading Co., 106 Canal St., Syracuse, N. Y.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

"WANT ADS" PAY WELL

When inserted in the "WANTED-FOR SALE" COLUMNS of the

GRAIN DEALERS JOURNAL

HOW WE KNOW:

SOLD HIS ELEVATOR

Sirs—Discontinue ad., we have sold elevator and could have sold another like it if we had had one. O. D. BRUNGARD, Ridgeway, Ohio.

FOUND AN ELEVATOR

Sirs—Discontinue ad., it has found an elevator. E. NELSON, Maddock, N. D.

TRADED LAND FOR ELEVATOR

Sirs—Stop ad., traded my land for elevator last week, thanks to ad. in Journal. FRANK A. COUSINS, Bismarck, N. D.

NOW IS THE TIME TO MAKE YOUR WANT KNOWN

If you have machinery for sale—The Journal has many thousand buyers.

If you wish to sell your Elevator—Tell the largest number of grain dealers so.

If you want a First Class Elevator—Let over 6,000 owners of the best know about it.

If you are in Need of Help—Put your message where the largest number of those proficient in the grain business look for openings.

If you desire a Change or Position—Every Journal reader is your prospective employer.

Ads cost 20c per line each insertion. No extra charge made for forwarding replies through our office.

GIVE IT A TRIAL—THANKS!

315 S. La Salle Street

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CHICAGO, ILL.

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size $8\frac{1}{2} \times 4\frac{1}{2}$ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

GOOD FIELD SEEDS are wanted by grain elevator operators for their farmer patrons. Help them and your trade by advertising what you have to offer in our "Seed for Sale" dept. Give full particulars and price, and first ad will sell you out.

The Toledo Field Seed Co. Clover and Timothy Seed

Consignments solicited. Send us your samples.
Toledo, Ohio.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS
LA CROSSE, - WISCONSIN

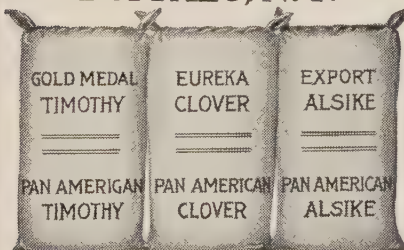
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Brings Business, Gets Results,
Unstinted.

FUTURES
Clover—Alsyke—Timothy
SOUTHWORTH & COMPANY
Produce Ex., TOLEDO, O.

FOR SALE

Alfalfa Seed Timothy Seed
THE NEBRASKA SEED COMPANY
OMAHA, - NEBRASKA

Whitney-Eckstein Seed Co. BUFFALO, N. Y.



Timothy, Red Clover, Alsike,
Alfalfa, White Clover, Crimson
Clover, Canada Bluegrass,
Redtop, Millets, Lawn Seed,
Orchard Grass, Seed Grains,
Peas, Popcorn, Etc.

Correspondence Solicited

SEEDS FOR SALE.

PEAS—Whip-poor-will mixed and Newe-
ras, local or car lots. Ask for samples
and quotations. Brown-DeField Grain Co.,
Charleston, Mo.

FANCY HIGH BRED Broom Corn Seed.
We furnish this seed to U. S. Government
for Crop Improvement. Address Fancy
Broom Corn Seed Co., Lock Box 32, Oak-
land, Ill.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND
ALFALFA CLOVERS, RED TOP, MILLETS,
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

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Let the Grain Dealers Journal
Want Ads do your work.
They bring quick results.

W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

Write for Prices

SEEDS FOR SALE.

ALFALFA SEED, Seed Corn, Blue Stern
and Fife Wheat, Durham Wheat, Balled
Barley and Millets for sale. The Lytle
Elevator Co., Miles City, Mont.

SEED CORN, two years old Clarage, one
of the earliest Yellow Dent corns in cul-
tivation, 90 to 100 day corn; tests 96% and
over, \$3.00 per bu., ear or shelled. S. Bash
& Co., Ft. Wayne, Ind.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike,
White Clover, Vetches, Millet and Sunflower
Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, ILL.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

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Utah and Idaho grown. We are the largest
primary dealers in the west and received
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THE C. A. SMURTHWAITE CO.
SALT LAKE CITY, UTAH
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THE ALBERT

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COMPANY

SEEDS

Timothy
Clover
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Agricultural

Grain Bags
Pop-Corn
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Minneapolis Seed Company

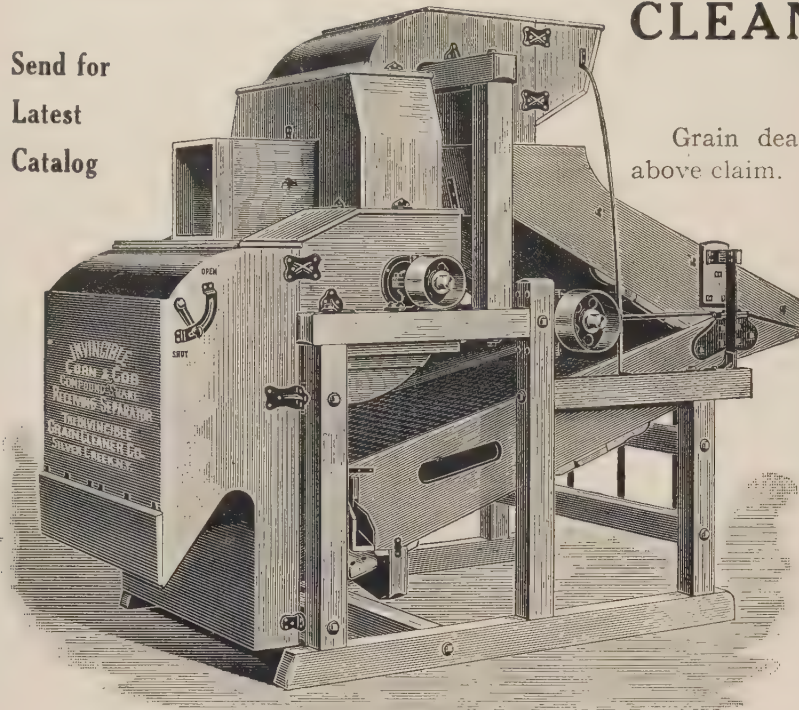
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

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CLEANED CORN BRINGS BEST PRICE

Grain dealers require no argument to prove the above claim.

Experience has taught it many times.
To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

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J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

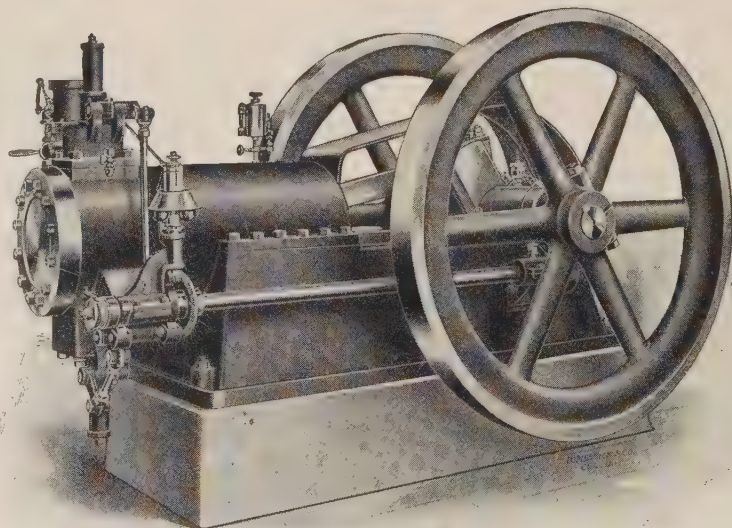
SUPERIOR GASOLINE ENGINES

INCREASE POWER

Are EFFICIENT, RELIABLE and constructed for service. Your Elevator requires a steady power, which can be applied on a moment's notice.

The SUPERIOR Engines develop and maintain the amount of power at which they are rated.

We solicit your inquiries, and will be pleased to send you the name of some Elevator Firm who owns a SUPERIOR.



DECREASE EXPENSE

Our catalogue and prices for a two cent stamp

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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JUNE 10, 1912.

WHEN YOU put that new roof on the elevator, make it a fire proof roof. Its no more expensive than good wood shingles, but it is safer.

DO NOT think of receiving any new grain into your elevator until you have cleaned it thoroly and whitewashed the dark corners, in other words, *swat the weevil* wherever you find him.

MILWAUKEE's Chamber of Commerce has taken up the crop improvement idea in earnest, and tonight is giving a talkfest to the merchants of Milwaukee and the state on more and better grain. Success to it.

HOLDERS of certificates for No. 3 yellow corn who were recently notified by the East Side Iron Elevator that the corn was now No. 4 yellow, now fully appreciate the danger of attempting to ship damn corn during the germinating season. More driers are needed.

SOME grain elevator operators are now installing watertight boots, in an effort to avoid trouble with water, without going to the expense of installing boot tanks. If the country is drenched as frequently as it was last fall, many elevator operators will devote much of their time to baling. More of them shud install boot tanks.

SHIPPERS who have paid excessive freight charges, or charges in excess of the schedule, should not overlook the reparations frequently ordered by the Interstate Commerce Commission in similar cases.

THE PROMPT inspection of a North Dakota elevator, which was struck by lightning recently, resulted in the easy extinguishing of all the blazes before they had reached dangerous proportions. Quick action alone saved the house.

DEALERS who have not balanced their books since handling last year's crop, do not know whether or not they realized a profit for their work. Many have been buying on such a close margin, the wonder is the sheriff did not catch them long ago.

WHEN you have real convictions on any grain trade problem that is causing grief for you or your neighbors, it is your duty to the trade to give publicity to your views and to express your reasons why. Our columns are open to you. Let us hear from you.

THE heavy losses from damp and heating grain on the last crop make certain that more shippers will be prepared to place their grain in marketable condition next fall than ever before. With driers, blowers and exhaust fans, they will remove much of the moisture and make shipment of the grain less hazardous.

THE WICHITA Board of Trade is reported to have voted down a proposition to dock grain on account of foreign matter contained. Surely the buyers of that market cannot afford to pay grain prices for foreign matter. Sticks, straws, scourings and screenings cannot be converted into flour or palatable food. If the dirty grain is not docked for the foreign matter it contains, then buyers will bid a lower average price for all grain. Docking for dirty grain places a premium on good grain and encourages both farmers and shippers to clean their grain thoroly, so that buyers may expect to receive the good grain they bid for.

ANTI-OPTION cranks, who are anxious to obtain new light on the necessity of grain exchanges or the service they perform for the buyers and sellers, should send a delegation of intelligent grain men to Australia, which has no grain exchanges. Sellers have much difficulty in arriving at what they consider a fair value for their grain, and naturally money lenders will advance but a small proportion of its real value, because of their inability to learn anything regarding future markets. As in Germany, after future trading was stopped, buyers of grain are all at sea as to its value, and oftentimes widely varying prices are paid the same day in different parts of the city. Surely a very wasteful and expensive method of marketing grain.

A MICHIGAN shipper who had tried long and vain to collect a claim for overcharge against the Missouri Pacific, recently attached one of its cars, which he found in the local yards, and now there is good prospect of his getting the money he was fully entitled to receive.

BETTER equipped elevators, more commodious grain offices and both clean and prepared to do business, is proof positive that the grain dealers are raising their business to a higher plane and are prepared to handle a larger volume, with less effort. It is convincing evidence of their progressiveness.

THE straightening of tracks and increasing the clearance between rails and adjacent buildings continues to cause grief for grain elevator men whose houses are not located on their own property. The railroads naturally are not disposed to bear any portion of the expense for moving, but just the same they insist upon its being done.

GRAIN SHIPPERS who favor non-members of grain exchanges in organized markets with any of their shipments, invariably pay dearly for the practice before they stop it. The grain receiver who is a member of the exchange is always in a more advantageous position to handle grain at a profit to the shipper than one who has not the facilities of the exchange to find a buyer.

THE ILLINOIS legislature, at its recent special session, amended the casualty insurance laws so as to permit mutual companies writing policies on persons engaged in more than one line of business. Accordingly as soon as the governor signs the bill, the Millers Mutual Casualty Ins. Co. will be in a position to offer mutual protection to elevator owners everywhere. The employer's liability under the casualty legislation is not clearly understood, as the laws providing for workmen's compensation, in case of accidents, are new and untried. However, whether these laws are applicable to operatives of grain elevators or not, the employers would no doubt be much better off with than without the protection afforded by insurance of this character.

THE MANY decisions, declaring grain and its products misbranded and adulterated, which appears in this number, emphasizes the necessity for uniform laws, requiring manufacturers and packers to brand plainly and clearly each package put up with the name of contents, its weight and the name and address of the manufacturer. A heavy fine shud be provided for the man who misbrands, and thereby place the penalty for adulteration upon the offender, not the manufacturer, who is disposed to brand his products correctly. Minor chemical technicalities should not justify confiscation or condemnation of feed stuffs.

AND NOW the Crop Killers Union has set the cut worms to killing the corn crop, because the nights are so cold the worms cannot sleep. Won't somebody please find a cut worm that will cut the throats of the crop killers, and save at least a portion of the crop, before it is all planted.

SHIPPERS who think they can obtain cheap money from commission merchants by promising to ship their grain to them, always fool themselves. If you must borrow money, borrow from your local banker. He is in a position to know what you are doing, and can afford to lend you money at a lower rate than any commission merchant. Lending money is his business. The commission merchant should confine his efforts to selling your grain.

BUNCHING grain trade conventions in the month of June is very hard on all who desire to attend more than one convention. If they were scattered over more time, each meeting would receive more attention from the different members of the trade, and their proceedings would be given more serious consideration by both the stay-at-homes and those who attend. Nine conventions for June are too many. Some of the other months should be favored with one or two.

GRAIN BUYERS who favor large growers with a special price once forever place themselves at the mercy of that grower, while the buyer who always pays the market price for grain of the same quality, has established with his customers the conviction that he is willing to pay what the grain is worth. Dealers who post their prices daily prove their willingness to pay fair prices, if they stand by the posted prices, but the minute they pay one farmer any more, they convince him and his friends that they propose to buy grain always at the lowest figure possible.

IF THE Western Union Telegraph Co. continues to increase its earnings, that giant corporation will no doubt be able soon to soak up \$10,000,000 or \$20,000,000 more water, and still pay dividends at the current rate. This system of increasing the stock, and then increasing the rates in proportion to pay dividends on the water has been continued without interference. The managers of the large corporations seem to think they have a right to do it, and so long as the public will permit itself to be mulcted in this fashion, the large corporations will continue to indulge their greed. Grain dealers, who contribute largely to the tolls of the Western Union Telegraph Co. will be pleased to know that the gross earnings of the company for its fiscal year are expected to exceed \$41,000,000, which is nearly \$6,000,000 in excess of previous years. Are you ready for another advance in rates?

THE SUCCESS of the central states ass'ns. in inspecting scales for members has prompted the southwestern ass'ns. to take up this work in earnest, and no doubt they too will soon be helping their members to correct weights and accurate weighing facilities. The grain dealer who has not scales upon which he can depend is doing business in the dark. He may be bankrupt and not know it.

EITHER the railroads have been placing their rolling stock in prime condition for transporting grain, or else grain dealers are neglecting an opportunity to help their brother dealers collect from carrier for grain scattered along the right of way. At this season of the year we should have many more reports of grain seen leaking in transit than we are able to publish in this number.

LAST FRIDAY the Commerce Court annulled the order of the Interstate Commerce Commission in the case of L. & N. R. R. et al. petitioners, Nashville Grain Exchange et al. intervening petitioners vs. United States. It would seem from this that the order of the Interstate Commerce Commission, directing the discontinuance of the practice of allowing rebilling or reshipping of grain, grain products and hay at Nashville will not stand.

THE BEGINNING of the new crop season is upon us, and the time is right for every grain dealer to agree with himself his family and his banker that henceforth he will not give free storage or advance money on grain which some day in the distant future may be brot to his elevator. Many have stopped these senseless expensive practices during the past year, which should encourage the others who did not have backbone enough to do it last year, to take a positive stand on the new crop. Everyone knows both practices are wrong. No grain dealer will attempt to defend them. As business promoters, both practices have long since been shown to fall far short of the dealers' expectations.

BARLEY BUYERS of many sections are determined not to contract any new barley with farmers this year, unless a written contract is entered into which will hold. Last year many farmers who sold their barley at \$1 hauled it to the next station and got \$1.50, and of course they are now being sued for the difference. Many cases of this kind, which have come before juries in the last few years, have been decided against the contract jumper. The oftener the grain buyer stands up for his rights and insists upon the fulfillment of a contract of purchase, the sooner will farmers cease pestering for early purchases and what is more, they will deliver when they do sell. The buyer who does not insist upon written contracts is quite sure to suffer heavy losses during times of bull markets.

SENDING the continuous market quotations by Morse and in the unabbreviated commercial code imposes an unnecessary burden on the receiving operators in all private wire houses; and during extremely active markets delays the posting of the figures from one to three minutes, greatly to the annoyance and loss of traders. Another reform that would be welcomed by the footsore blackboard marker is the chalking of splits without writing out both quotations in full.

THE grain buyer who accepts straw, screenings and dirt as grain and pays for it at grain prices, is encouraging the marketers of such stuff to practice greater impositions upon his credulity, while the grain buyer who positively refuses to accept grain filled with such rubbish without a liberal dockage, discourages the practice. Farmers cannot be expected to place their grain in marketable condition before hauling it to the elevator, unless the grain buyer insists upon his doing so. The new crop will soon be moving. Start it right.

VARYING experiences with different scales, recited by Mr. Blasdell on page 850 this number, are but a repetition of the experiences of others who have checked up scales carefully and made a persistent effort to determine their accuracy and dependability. Like any other machine, a scale needs attention, and is entitled to frequent inspection. The majority of firms nowadays balance their books monthly to see that are correct, but many grain dealers never balance their scales or their books, and naturally the scales weigh against them just as frequently as they weigh in their favor. Intelligent care is absolutely necessary to correct weights.

IN "Letters" this number will be found the story of another grain shipper who billed his grain open and received nothing for it. It would seem that we publish enough cases of this character to prompt every grain shipper to bill grain only on S/O Bs/L and to draw for at least 75% of its value. The time is not long since an Iowa shipper billed three cars of oats on straight Bs/L to a Chattanooga buyer, who has not been heard of since. Dealers who do not read and keep posted regarding the expensive experiences of their brother dealers must expect to pay the extortionate fees always charged those who refuse to learn except in the slow going school of personal experience. Fly-by-night brokers, who break into the grain business without previous experience, cannot afford to pay as much for grain as old established receivers, having elevator facilities, of which there are several in Davenport. It pays to investigate a man's facilities for doing business, as well as his standing in his local market, but even tho that be absolutely right, there would still be no excuse in shipping grain on straight Bs/L.

FEDERAL INSPECTION OF GRAIN NOT WANTED.

About the only person who really wants federal inspection of grain is Senator McCumber of North Dakota, and his principal reason for wanting it seems to be his bitter animosity toward the great state of Minnesota, which now controls the inspectors who grade most of the grain shipped from North Dakota. Notwithstanding this grain inspection department is subject to the whims of political parties, comparatively little complaint is heard of the work done by the inspectors. Still Senator McCumber has a strong feeling of resentment against Minnesota institutions, so he makes this an excuse for forcing federal inspection upon the entire country. No one else is making any demand for this so-called reform, nor is anyone likely to do so.

Many different organizations of the grain trade are working to bring about the adoption of uniform rules, under which all can operate with satisfaction, and where the uniform rules have been adopted some effort is being made to bring about uniform gradings. Until the trade has both uniform rules and uniform gradings, uniformity is far from a reality. When the Agricultural Department has established standard grades, in keeping with the needs and the possibilities of the trade, it will then be time to induce all grain inspection authorities to adopt the federal standards, and thus automatically force uniformity upon the entire trade.

Primarily, grades are a convenience for those buying and selling grain. They are intended to facilitate and promote the handling of a large volume of business. Many dealers of the Southwest seem decidedly in favor of dealing in grain by sample, and we may come to this, if the political inspection departments persist in forcing inefficient men upon the trade, or in increasing inspection fees to a prohibitive figure.

While such a change is not earnestly desired, still many in the grain trade always will be willing to make many sacri-

fices rather than submit to political dictation and greed. The parties interested thruout the long years of agitation by Senator McCumber have been the politicians who wanted places on the federal inspection force. The members of the grain trade, who will be most largely affected by any such innovation, are not and have not demanded it.

B/L LEGISLATION.

Judging from circulars being sent out from Washington recently, an attempt is being made to place the standing of railroad Bs/L in a more bewildering muddle than ever before. The grain trade uses order Bs/L almost exclusively, and its members should exercise vigilance to protect and promote its use. It would seem that the bankers and the carriers have worked so long, and earnestly to evolve a B/L, they should have brot forth something free from ambiguity and positive in all its provisions.

The Pomerene Senate Substitute Bill No. 6810 has been enacted by nine different state legislatures, and is reported to have worked satisfactorily. It clearly defines all terms used, and assists merchants to a clear understanding of their rights, and naturally helps to minimize hot-headed litigation. The grain shippers of the country are vitally interested in all B/L legislation and it behooves them to obtain a copy of the Pomerene bill and study it carefully.

A FREE interchange of views on any grain trade subject is always of advantage and profit to participants. Many dealers, recognizing this fact, utilize our department devoted to "Letters" "Asked-Answered" frequently and effectively. Both our readers and ourselves would greatly welcome more views and more replies to our queries. This department can be made one of the most helpful of any trade promoting publication, and we trust our readers will appreciate that it is free and open to them at any and all times.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Iowa Cent. 3236 passed thru Gregory, Mo., south bound, June 7, leaking corn badly on side near end. Train did not stop.—B. E. Reid, weighmaster, The Ruddick Co.

C. C. C. & St. L. 19468 passed thru Melvin, Ill., June 5, leaking yellow corn.—Wm. Wheeler.

Big Four 42639 passed thru Melvin, Ill., June 5, leaking yellow corn.—Wm. Wheeler.

C. P. No. 69568 passed thru Bicknell, Ind., May 28, leaking yellow corn at end of car. Just noticed it as train started and could not fix.—Chas. Real, with Chas. A. Philippe.

C. M. & St. P. 69058 arrived at Hartley, Ia., May 28, leaking yellow corn very badly. Conductor set car out and it is here on side track now (May 28). Corn runs out in a stream when car is in motion. Car was eastbound.—C. H. Betts.

C. P. R. No. 147670 was on track at Carroll, Man., May 1, leaking wheat badly.

I. R. C. 18561 passed thru Wheatland, Ind., May 13, eastbound, leaking white corn at end; car burst.—Walker & Chambers.

V. R. R. 8801 passed thru Arthur, Ill., eastbound on local, in the morning of May 24, leaking oats badly at door; didn't have time to fix as train started before discovered.—A. F. Davis.

H. & T. 11039 passed thru Colfax, Ia., on thru freight at 11:50 a. m., May 21, leaking grain on right side about two feet from door post.—R. F. Agar, mgr. Deniston & Partridge Co.

COMING CONVENTIONS.

Among the numerous conventions of grain dealers booked for the summer months are the following:

June 11-12.—The Illinois Grain Dealers Ass'n will hold its annual meeting in Peoria, Ill. Headquarters at Jefferson Hotel.

June 13-14.—The Colorado Grain Dealers Ass'n will hold its annual meeting at Colorado Springs.

June 14-15.—The Indiana Grain Dealers Ass'n will hold its annual meeting in Indianapolis, Ind. Headquarters at Hotel English.

June 17.—A trade conference will be held at Lima, O., under the auspices of the Hay & Grain Producers & Shippers Ass'n of N. W. Ohio.

June 17-18.—The Council of North American Grain Exchanges will hold its semi-annual meeting in Cedar Point, O. Headquarters at "The Breakers" Hotel.

June 19-20.—The Ohio Grain Dealers Ass'n will hold its annual meeting in Cedar Point, O. Headquarters at "The Breakers" Hotel.

June 19-21.—The National Ass'n of Managers of Farmers Elevator Companies will hold its annual convention at Minneapolis.

June 25-27.—The American Seed Trade Ass'n will hold its annual meeting at Chicago.

July 16-18.—The National Hay Ass'n will hold its annual meeting in Kansas City, Mo.

July 20.—The Utah State Millers & Grain Dealers Ass'n will hold its annual meeting.

Oct. 1-3.—The Grain Dealers National Ass'n will meet at Norfolk, Va.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.											
	May 27	May 28	May 29	May 31	June 1	June 3	June 4	June 5	June 6	June 7	June 8
Chicago	110%	111%	110%	110	108 1/4	110 1/4	110 1/2	109 3/4	108 3/4	110 1/4	109 3/4
Minneapolis	112%	113%	113	112 1/2	111	112 1/2	113 1/4	112 1/2	112	113 3/4	113 1/4
Duluth	114%	115%	114%	113 3/4	112 3/4	114 1/4	114 1/4	114 1/4	113 1/4	114 1/4	114 3/4
St. Louis	109 1/4	109 5/8	109	108	106 1/4	107 5/8	108 1/2	107 5/8	107 1/2	108 1/2	107 5/8
Kansas City	102 3/4	103 1/4	103 1/4	102 5/8	100 1/4	102 1/4	102 5/8	101 3/8	101	102 3/4	102
Milwaukee	111 1/2	111 3/4	111	110 1/2	108 3/4	110 1/4	111	110	109 5/8	111 1/2	110 7/8
Toledo	115%	117%	116%	116	114 1/4	115 1/4	116 1/4	115 1/4	114 3/4	116	115 3/4
New York	115%	116%	115%	114 3/4	113 1/2	115 1/2	115 1/2	114 1/2	114	115 1/4	115 1/4
*Baltimore					113 1/2	114 1/2	115	113 3/4	113	114	113 1/2
Winnipeg	105 3/4	105 1/2	105	104 1/2	104 1/2	105 1/4	105 1/4	105 1/4	105 3/4	106 5/8	106 5/8
Liverpool	109 1/4	109 3/4	109 3/4	110	109 3/4	110	110	110 3/4	110 1/4	111 1/2	111 5/8
†Budapest	127 3/8	128 1/2	128 1/2	130 1/2	128 1/4	128 1/4	128 3/4	126 7/8	127	126 1/2	126 1/2
JULY CORN.											
Chicago	75 1/4	75 5/8	75 1/2	74 5/8	72 5/8	72 7/8	74	73 3/4	74 1/4	74 5/8	74 3/4
*Baltimore					77	77	76 1/4	77	77	76 3/4	76 1/2
Kansas City	75	75 1/4	74 3/4	74 1/4	72 1/2	72 1/2	73 3/4	73 3/4	73 3/4	74 3/4	74 1/4
St. Louis	76 1/2	76 3/4	76 3/4	75 5/8	73 3/4	73 3/4	74 3/4	74 3/4	74 3/4	75	75
†Liverpool		68%	67%	68%	68%	68%	67%	68%	68%	68%	68 1/2

*June delivery. †October. ‡September.

What is a failure? It's only a spur
To the man who received it right,
And it makes the spirit within him stir
To go in once more and fight.
If you never have failed, it's an even guess
You never have won a high success.
—E. Vance Cook.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

EXPERIENCE WITH "HIGH MONKEYS."

Grain Dealers Journal: Something like a year ago you printed a communication in your paper classing us with the undesirables because we had been buying grain from people who some dealers reported as being unfriendly to organized shippers. We are glad to state our business with these shippers has been very satisfactory and a great deal more so than it has been with some of the members of the Grain Dealers Ass'n.

We have had some experience with some of the high monkeys of this ass'n. and they have done most everything that is honorable and many things that are dishonorable, as they have given us inferior grain, overbilled it, would not entertain claims for shortages nor make off-grades satisfactory. We are glad to say our business has been expanding, altho we have eliminated some of these undesirables from our list of shippers. Yours truly, Ohio Valley Grain & Feed Co., per Oliver Allen, Coraopolis, Pa.

WILL MAKE DENVER AN ATTRACTIVE MARKET.

Grain Dealers Journal: All grain being purchased in Denver at the present time is on Denver terms and it is the intention of members of the Denver Grain Exchange, which was established May 12, to make Denver an attractive market for all shippers by maintaining a high standard of service to them. We are regularly established and ready for business along the same lines as the terminal markets of all other centers.

As we buy 95 per cent of our grain in Nebraska we have conformed our rules for inspection to those of the Omaha Grain Exchange as far as possible; and have obtained the services of L. C. Hine of Omaha as chief inspector and weighmaster.

It is the intention to add to our membership any dealers in Colorado who have proper facilities for the weighing of grain and we will appoint an official weighmaster at these plants and put them in a position to buy on Denver terms. Of course, all grain bot on Denver terms will be inspected in Denver, but the weighing will be done at the different plants outside of Denver under the supervision of Mr. Hine.

We do not think it wise to consign grain to Denver at the present time on account of the fact that our market is somewhat limited; that is, we have not the outlet that the Missouri River markets have, for grain consigned. A very large amount of grain, however, is sold

in Denver, and it is well worth while for grain dealers to investigate our facilities and get in line to do business on the Denver market.—Jas. A. McSwigan, pres. Denver Grain Exchange, Denver, Colo.

COST OF WOOD AND CONCRETE ELEVATORS.

Grain Dealers Journal: For the sake of argument we are taking up the question of a concrete elevator. As a basis for calculation we have taken your figures given under the head of "Concrete Elevators" furnished you by U. I. B., page 674 in the Journal for May 10th. He gives the cost of a wood elevator as \$4800 which, however, is very expensive. On this basis, the interest on this house for 10 years at 6% would amount to \$2880.00. The insurance on this house based on \$7000.00 for house and contents would be \$560.00 for 10 years, and we will figure the up-keep at \$500.00. At the end of 10 years he would have invested for interest, up-keep, insurance, etc., \$8740.00.

On the other hand, he has taken \$6,000 as the cost of a concrete elevator, which is very small. The interest on this at 6% for 10 years would amount to \$3,600.00. On the same basis of insurance that Insurance Companies charge, they would carry insurance for \$9200.00 at 50c per hundred, or \$460.00 for 10 yrs. figuring the up-keep at \$200.00, at the end of the ten yrs. the amount invested would be \$10260.00; in other words at the end of 10 yrs. he would have enough difference between the two houses to build a nice little elevator. Yours truly, The P. H. Pelkey Const. Co., A. C. Rynders, Mgr., Wichita, Kan.

A GOOD SUBSTITUTE FOR WOOD FIRE BARRELS.

Grain Dealers Journal: Wood barrels used for holding brine for extinguishing fires have leaked so frequently, and caused so much trouble to grain dealers, the wonder is they have not long since adopted something like the 50 gallon galvanized can, illustrated herewith. I found three of these cans in the elevator of Seward & Rakestraw at Oakford, Ind., recently. Notwithstanding the temperature in their town reached 24 degrees below zero last winter, they had no trouble whatever with the water freezing. During the coldest weather, about 6 inches of mushy ice formed on the top, but it could readily be stirred with the hand.

By using calcium chloride solution, all trouble is avoided. It will not freeze, evaporate or give off bad odors. By using the galvanized iron can the hoops will not burst, no grain will be wet, unless in an effort to extinguish fire, and the solution is always ready for quick action. You know it and can depend upon it. These cans are made with a conical lid, which prevents the piling of rubbish on top of the can, and affords a natural resting place for buckets turned upside down.

By dissolving 200 lbs. of calcium chloride in each 50 gallon can of water, a solution will be formed which will not freeze in ordinary temperature. By laying a cloth or heavy paper over top of can before placing on lid, all dust and vegetable matter will be kept out of the solution, and it will always keep sweet and clean until used.

The 50 gallon can can be made in two sizes for advantageous use about the elevator, one 26 inches in diameter, 29 inches high, the other 22 inches in diameter and 35 inches high. The can of larger diameter is more preferable, as water can be

more readily taken out in buckets, but of course this can cannot be taken to as many points of cupola as can the smaller one. The iron can which contains non-freezable solution is always ready, and if placed at convenient points about the elevator will often save the plant from destruction by enabling the operators to extinguish fires in their incipency. Hoping all elevator owners will soon be protected by dependable iron cans, I am—C. B. Sinenx.

A "GRAIN BROKER" LEFT FOR PARTS UNKNOWN.

Grain Dealers Journal: We are handing you herewith clipping from the Davenport Daily Times. It refers to a "fly-by-night" grain broker who honored (?) Davenport with his presence for a few weeks. The gentleman seemed to confine his efforts largely to Farmers Elevator Companies:

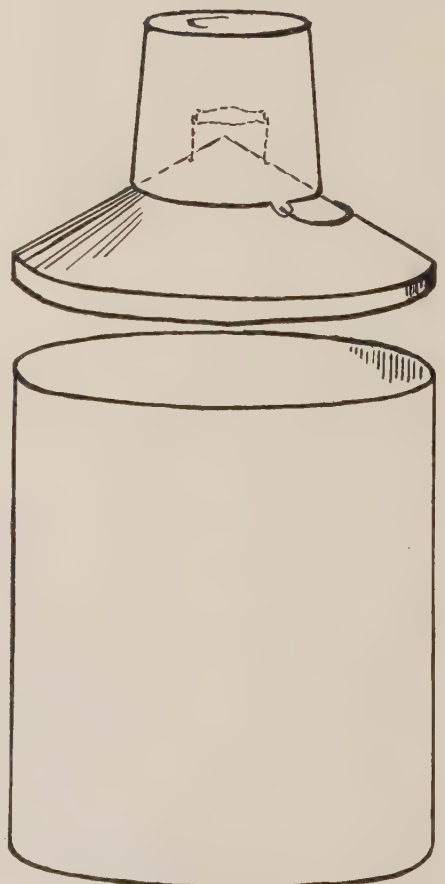
SEEK MISSING GRAIN MAN.

The Lavinia Grain Co. of Lavinia, Ia., assisted by the officers of the law in Davenport, is seeking S. H. Bartlett, a grain buyer, who has been missing from Davenport since Tuesday. The company, represented by Mr. Michaels, its manager, wants Bartlett to pay \$1,700 for two carloads of corn which were sent to him and sold by him to the Davenport Elevator company.

All that can be learned about Bartlett's present whereabouts is from the postmark of a letter sent from Peoria and received by his stenographer, Miss V. Kettelsen. He encloses in the letter \$20 for her wages and instructs her to close up his office and seek a new position.

He says in the letter that owing to circumstances he finds it necessary to take a trip to the lakes, and directs that his mail be held until he sends his address to the Davenport postoffice.

It appears that Bartlett has been in the grain buying business in Davenport for some months. He is said to have come here from Baltimore, Md., and opened an office in the Schmidt building. It is



Iron Can for Fire Extinguishing Solution.

claimed that a shipment of two carloads of corn was sent to him from the Lavinia Grain Co. of Lavinia, Ia., a farmers' co-operative concern. It was on what is known as a straight form bill of lading, and it was not necessary for the consignee to pay the draft to secure the corn.

Having secured possession he is said to have sold it to the Davenport Elevator Co. The original consignor, the Lavinia Grain company, therefore, is obliged to look to Bartlett for the money for the shipment.

Mr. Michaels was in the city yesterday investigating the matter, and has the police assisting him in seeking Bartlett's present whereabouts.

Bartlett was a man nearly six feet tall, of medium build, of dark complexion, and spoke with a southern accent.

We are inclined to think that the total of his ill-gotten gains will approximate something like twenty-five hundred to three thousand dollars, as he undoubtedly owes quite a few balances against shipments that were received that he failed to account for.

This certainly should be a good sermon to country shippers in general against doing business with firms concerning whose financial responsibilities they are not thoroly familiar with.—Yours respectfully, D. Rothschild Grain Co., Davenport, Ia.

Kafir corn is the feed grain to raise in Oklahoma, Kansas and Nebraska in districts where the annual rainfall is from 24 to 30 inches. Its cousin, milo, is the feed grain to raise in sections of Oklahoma, Kansas, Texas, Eastern Colorado and Eastern New Mexico where the annual rainfall is below 24 inches, and not less than 12 inches.

Chicago Futures

The opening high, low and closing quotations on wheat, corn and oats for the month of May and part of June are given on the chart herewith.



Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANT MACHINE FOR STRIPPING BLUEGRASS.

Grain Dealers Journal: We would like to learn of a firm handling or manufacturing machines for stripping bluegrass seed.—Curnes, Eddy & Co., Osceola, Ia.

Ans.: A machine for stripping bluegrass is made by the H. W. Caldwell & Son Co.

HAS TRACK BUYER RIGHT TO INCREASE DISCOUNT?

Grain Dealers Journal: I would like very much to have the views of different members of the trade as to the right of a track buyer to discount a shipper, who sells grain thru him, more than the shipment was discounted at destination. Is it fair that a greater discount be charged seller than was charged the track buyer? Any light on this subject will be greatly appreciated by—Ill. Shipper.

HOW TO DELIVER CORN FROM ELEVATOR TO CRIB.

Grain Dealers Journal: In reply to C. Crib, inquiring in this column May 25 how to deliver corn from elevator to crib we would say the chain drag and feeder has been successfully used for this purpose. We believe that two drags, one to

fill and another to empty the crib, is the better plan, and the cost is about the same. These drags will handle any capacity desired and outwear two of the ordinary chains.—B. S. Constant Co., Bloomington, Ill.

HOW TO COMPEL INTERCHANGE OF TRAFFIC.

Grain Dealers Journal: Will some brother dealer kindly inform us thru the Asked & Answered column what is the procedure to compel steam and electric railroads to interchange carlot business of all descriptions?

Our roads (Indiana) are now interchanging freight at a switch charge of \$3 per car; but refuse to handle or switch coal; as they are trying to force each coal yard and consumer of coal to use the coal mined on the line of road on which his switch is located.—Railroad.

Ans.: No common carrier by rail can lawfully discriminate against other carriers. An early adjustment of interchange to meet the needs of the public can be had by writing to the Indiana State Railroad Commission, W. J. Wood, chairman, Indianapolis, Ind., giving a detailed statement of the facts on which the complaint is based.

ATTACHMENT OF BANK FUNDS BY BUYER?

Grain Dealers Journal: In one of the recent numbers of the Grain Dealers Journal, a decision was reported where funds had been attached in a bank by a purchaser, after he had paid the draft. We have mislaid our Journal and would like to have a copy of the decision.—Ohio Cereal Co., Circleville, O.

Ans.: The decision was reported fully on page 672 of May 10 number under the caption, "Liability for Proceeds of Shipment," and merits careful reading, as the court reversed the decision of the lower court and held the bank to strict accountability to shipper, in line with present up-to-date methods of handling grain to interior buyers.

The parties were the Commerce Trust Co. of Kansas City and the Bank of Willow Springs, Mo., in the Missouri Court of Appeals, and attorneys will find the same case in the Southwestern Reporter, Vol. 143, page 531.

RECOVERY FOR LOSS IN TRANSIT?

Grain Dealers Journal: Could you advise us where we could get detailed information concerning the case referred to in the May 25, 1911, issue of the Journal, in which a Duluth receiver successfully sued the Soo Ry. for \$1,479.14, being the amount of flaxseed lost in transit and the interest on its value? We would like to procure, if possible, a copy of the court proceedings.—Milwaukee Elvtr. Co., Milwaukee, Wis.

Ans.: Turle & Co., of Duluth, proceeded against the Soo Ry. after finding that a car shipped in from North Dakota by L. C. Oesttedahl, a buyer, arrived in good order and with seals intact, but containing only 10,420 lbs. of No. 1 flaxseed, whereas it was supposed to contain 66,470 lbs. No evidence of tampering could be found and the railroad, after an alleged investigation, reported no leakage located and refused to pay the claim which Turle & Co. immediately made. The jury before Judge Cant in the district court awarded the full amount of accrued interest, making a total of \$1,479.14. Turle & Co. had their evidence of weight in good shape and it was this point which was the most potent factor in securing the favorable decision. The jury apparently thought it incumbent on the railroad company to prove that the full amount of flaxseed was not placed in the car or else stand for the shrinkage.

Ten bushels of kafir corn have the same value as nine bushels of corn for feeding work horses, beef and dairy cattle, hogs and sheep. A bushel of kafir corn is worth more than a bushel of corn for feeding poultry.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Toronto, Ont., June 6.—Fall wheat began May in a worse condition than for many years, according to the reports received from correspondents. Alternate thawing and freezing in the early part of April developed a covering of either water or ice that proved fatal to a large per cent of the young wheat. Reports estimate losses at from 10% to 80%. The net loss of fall wheat all over the province may be placed at about 1/3. More would have been plowed up but for clover and timothy having been seeded down with the wheat.—Ontario Dept. of Agri.

IDAHO.

Weiser, Ida., May 28.—Crops are in splendid condition and we look for bumper crops of hay, grain and seed. We need a little more hot weather before beginning the first cutting of alfalfa which should start in about a week.—J. H. Ricker, Jr., pres. of the Payette-Weiser Mfg. Co.

ILLINOIS.

Royal, Ill.—Winter wheat all plowed up except 10% put in corn; oats all shipped out; corn left in farmers' hands, about one-half.—A. E. Fletcher.

Buckhart, Ill., May 28.—No wheat here; oats look good, with a large acreage. Farmers about two-thirds thru planting corn; ground working very bad.—H. C. Ratz, mgr. Buckhart Farmers Grain Co.

Mendota, Ill., June 5.—Oats look good and promise bumper crop; oats in farmers' hands, few; fair to good stand of corn fairly clean; much replanting; old corn nearly all shelled.—Agt. Neola Elvtr. Co.

Manito, Ill., May 29.—Not over 30% wheat left standing; increased acreage of oats looks fine; corn nearly all planted, with the first planting now nearly large enough to plow; acreage much larger than last year owing to freezing out of wheat; no old grain in farmers' hands.—A. F. Cox, mgr. Turner-Hudnut Co.

Urbana, Ill., June 7.—Reports from 49 counties north of the Vandalia Ry. between Terre Haute, Ind., and St. Louis, Mo., show the following: Oats: 316 reports say acreage is 98.53% of last year; 315 reports put present condition at 91.47%; 306 reports estimate old oats back at 3.84%; corn: 319 place acreage at 104.54% of last year; 317 say 34.22% of farmers thru planting; 311 report that 52.90% is thru the ground; 286 say 14.52% replanted or will be replanted; 314 estimate old corn back at 16.01%.—S. V. Strong, sec'y.

INDIANA.

Culver, Ind., May 30.—Wheat crop will be almost a failure this year.—Geo. W. Topping.

Rosedale, Ind., May 28.—Crops growing nicely with plenty of rain and sunshine; some corn being planted over account of bad seed.—Phillips & Ross Grain Co.

Rockport, Ind., May 31.—Wheat prospects have improved within the last few weeks; heading with a large plump head; look for fair quality.—Rockport Miller Milling Co.

Indianapolis, Ind., June 9.—Wheat is thin on the ground, but the weather has been favorable; oats look fairly well and with seasonable rains will produce a big yield.—F.

Rockport, Ind., May 31.—Wheat prospects have brightened in the last few weeks; wheat heading nicely with a large plump head. We look for fair quality.—D. Kopp, sec'y Rockport Mfg. Co.

Leesburg, Ind., May 23.—No wheat to cut this year in Kosciusko county; oats coming up looking fine but two weeks late; acreage 120% compared with last year; corn planting progressing fine; first planting coming up; about 60% planted, but it will take 10 days of good warm weather to finish; seed corn has been very unsatisfactory and farmers are taking great care in this respect. Wheat in farmers' hands, 20%; they are holding for seed and higher prices; corn, 10%; oats, 5%; some corn is moving, but what little rye is left is being held for feed.—Wm. Baugher, of the Leesburg Grain & Mfg. Co.

IOWA.

Sioux Rapids, Ia., June 6.—Small grain looks good in this vicinity.—C. T. Pierce.

Marsh, Ia., June 5.—Crop condition poor; winter wheat one-half stand and heading out 6 to 8 ins. high. Oats commencing to head 6 ins. high. Corn one month late; large per cent has been planted over; only 33 1/2% to 50% stand on one-half crop, balance not good; little corn plowed. Hay about one-third usual crop. Weather continues dry and cool; altogether crop situation looks very serious here.—C. V. Kiger, mgr. Marsh Farmers Elvtr. Co.

Aspinwall, Ia., June 6.—Crop conditions ideal; corn suffering from cold, allowing cut worms to work, especially on new ground; two good rains in the past 10 days have helped; dry during seeding; this year's small grain is far ahead of last year's at this time; some farmers were troubled with bad seed corn, but most of them got a fine stand; many farmers got the crop perfectly cultivated during the dry spell; little grain of any kind in farmers' hands, and what there is will be taken by the local trade, especially corn, for which there is a strong demand; hay crops and pastures in excellent condition.—T. N. Case, agt. Neola Elvtr. Co.

KANSAS.

Iuka, Kan., May 24.—Wheat needs rain; old wheat all sold; large acreage of corn growing fine.—C. M. C.

Cullison, Kan., May 25.—Fine prospect for a good average crop.—J. W. Wolf, agt. The Pratt Mill & Elvtr. Co.

Scottsville, Kan., May 15.—Crop prospects were never better; looks like 25 bus. wheat to the acre.—A. F. Abernethy.

Wichita, Kan., June 4.—Recent rains have done much to insure a large crop of wheat.—Jas. H. Sherman, sec'y Board of Trade.

Augusta, Kan., June 3.—Increased acreage of kafir corn this year; with favorable weather the crop will be of the bumper variety.—J. C. Haines & Co.

Lost Springs, Kan., June 4.—Wheat damaged by dry weather, but doing nicely now. Without further damage will make a big crop.—J. L. Switzer, mgr. for W. O. Woods.

Crisfield, Kan., June 7.—Crop outlook good; wheat has been some damaged by dry weather, but we will have 90% of an average crop; oats poor; corn and kafir fair.—A. S. Vance.

Alma, Kan., June 4.—We need rain badly for wheat, and at the best will have only an average crop. We ship only a few cars of wheat each year, and have to ship in corn.—L. Palenske.

Herrington, Kan., June 4.—Acreage of wheat and corn has decreased this year, while the acreage of alfalfa and kafir has increased; wheat and corn look well after light rains we have had recently.—Robt. T. Ray Grain Co.

Hutchinson, Kan., June 8.—Crop indications are for a big yield in this territory; early sown wheat promises bumper except on the clay spots; late sown wheat was slightly damaged by winter; will need little, if any, rain.—J. C. Custenborder.

Winfield, Kan., June 5.—Recent rains have put growing wheat in excellent condition; more than ordinary crop expected; old wheat all gone. We have nothing in elvtr. and think this condition prevails thruout this section.—Daves & Daves Grain Co.

Towanda, Kan., June 3.—Oats acreage larger than last year; condition fair. Wheat looking fine; small acreage. Corn prospects fair; acreage same as last year. Kafir corn prospects fine; large acreage; some old kafir corn in farmers' hands.—G. E. Garison.

Kansas has 1,000,000 more growing wheat acres than one year ago, when she raised 55,000,000 bus. of wheat on a 65 July condition. Her June, 1912, condition will be 8 to 10 points above last year. Pro rata to last year's figures Kansas might raise 80,000,000 bus. of wheat.—E. W. Wagner & Co.

Damar, Kan., June 5.—We had a total wheat failure here last year and can almost figure on the same again this year. We had a very nice prospect until ten days ago; since that time everything has gone to the dry. With plenty of rain later we may have a good corn crop.—F. E. Arpin, mgr. Damar Elvtr. Co.

Eldorado, Kan., June 3.—Wheat and oats are not grown very extensively in this territory; acreage small; condition good. Growing corn looking fair; normal acreage.

Some old kafir corn in farmers' hands; prospects are good for a large acreage the coming season.—L. H. Powell & Co., per C. E. Powell.

Lost Springs, Kan., June 4.—Corn, wheat and oats are in better than average condition and will make a big crop unless we have a period of dry, hot weather. Oats acreage is small, while corn acreage is larger than last year. Oats fields are a little spotted.—J. A. Coffman, mgr. Farmers Union Grain & Coal Co.

Topeka, Kan., May 20.—The abandoned wheat acreage in Kansas is 1,445,144 acres, leaving 5,856,260 acres standing, with the average condition remaining for harvest of 90%, based on 15 bus. per acre. Much of the wheat left standing in this district is thin on the ground with an average growth of weeds.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

MICHIGAN.

Lansing, Mich., June 1.—Wheat condition 58%; compared with 63% May 1; winter killed and ploughed up 24%; damaged by Hessian fly, 9%; total number bushels marketed during May 342,219 bus.; total marketed in 10 months, August-May 13,478,000 bus. Condition of rye 78% compared with 92% one year ago. Corn acreage compared with last year 97%; condition 76%. Oats condition 87% against 88% June 1, 1911. Barley acreage compared with last year 87%.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Le Sueur, Minn., June 4.—Crops looking fine; corn coming along good, all up out of ground; rye heading out.—Wierwill Bros.

Rochester, Minn., June 8.—Crops most backward for this time of year that I ever saw; especially barley which is very thin and uneven; corn just coming up.—Boler-Scanlan Co., per T. J. Boler.

Minneapolis, Minn., June 5.—Minnesota, North and South Dakota weather favorable for top growth. N. D. and northwestern Minn. have suffered high winds and dust storms, damaging flax and wheat above ground; probably not very serious. Flax and barley seeding in N. D. not yet completed; wheat seeding finished. Corn planting almost finished in S. D.—The Van Dusen-Harrington Co.

MISSOURI.

Kansas City, Mo., June 8.—Crop reports very discouraging; wheat demanding a great deal in last 10 days.—C. R. McCotter.

Columbia, Mo., June 1.—Weather conditions for the month were above the average. Acreage of corn planted 81%, against 3.5% planted a month ago and 91.6 planted June 1, 1911; stand 82%, compared with 87% one year ago; necessary replanting this year due to poor seed and hard rains following planting; the reasonably good stand proves the value of the "test your seed corn" campaign; soil condition 88%; condition of growing crop 87% compared with 85.6% at the same time last year. Indications are for increase of 3% in acreage as compared with last year when acreage was 7,554,242 acres. Wheat has changed very little, condition being 64.2%, compared with 63.4% one month ago and 85% June 1, 1911; 24% plowed up; more would have been, but was seeded to timothy or clover. Oats condition 83.4%; acreage 79.4%, compared with 1911 when acreage was 1,143,753 acres. On June 1, 1911, the condition was only 62% on account of hot winds. Rye condition is placed at 84% and barley at 89%. Very little barley grown.—T. C. Wilson, sec'y Missouri State Board of Agri.

NEBRASKA.

Niobrara, Neb., June 4.—Crops look good.—Lance Jones.

Grand Island, Neb., June 4.—Wheat and oats looking very well; need rain badly. Corn stand fairly good.—Geo. A. Haag.

Osceola, Neb., May 27.—Corn coming nicely; too dry for oats; wheat looks well, but much of it rather thin.—C. E. Jones.

Moorfield, Neb., June 5.—Wheat entirely done up; haven't had a smell of rain; this county (Frontier) and many others will not get the seed back. Oats green yet; just holding onto a thread of life. Stand of corn not first-class, but it will be possible to get a crop if we have favorable weather from now on.—James Pearson.

Fremont, Neb., June 4.—Wheat and oats going back; seriously damaged on rolling hill and table lands; must have rain to prevent more serious damage. Surface moisture enough to start corn, but cool weather, cut and wire worms have caused a great deal of replanting; corn late, just

showing thru ground. Need warm forcing weather and good soaking rains to insure good crops.—Wm. Emerson, mgr. Western Seed & Irrigation Co.

NORTH DAKOTA.

Cavalier, N. D., June 7.—Crops looking fairly good.—E. F. Hamilton.

Jessie, N. D., May 29.—Crop prospects fine; had plenty of rain.—Jessie Farmers Merc. & Elevtr. Co.

Fargo, N. D., June 5.—Coarse grains looking fine with exception of corn, which is backward account of cool weather.—Fargo Seed House.

Belfield, N. D., June 7.—Crops looking fine; plenty of rain. Considerable wheat and flax; will be large acreage of flax if weather in June permits seeding.—R. A. Ziebarth, agt. Occident Elevtr. Co.

OHIO.

Sherwood, O., June 3.—Indications are for big oats crop; oats looking fine.—J. J. Thieroff, mgr. Maumee Valley Grain Co.

Wooster, O., June 3.—Much of the wheat in the state which survived the cold and ice of the winter will succumb to the destructive insects, Hessian fly, chinch bug, joint worm and midge, all being in evidence.—Ohio Agri. Ex. Sta.

OKLAHOMA.

Bluejacket, Okla., May 30.—Wheat not very good; about half of wheat plowed up.—H. W. Cole.

Enid, Okla., May 27.—Oats acreage 110%; condition 100%. Corn condition, 100%; acreage 80%.—J. H. Shaw.

Enid, Okla., May 28.—Wheat prospects good; acreage, 115%; condition, 95%.—R. W. Wirt, Wirt & Lyons.

Frederick, Okla., June 4.—Drought has cut wheat crop about half; oats greatly damaged.—Alexander Grain Co.

Pond Creek, Okla., May 29.—Wheat acreage 110%; condition 90%. Corn looking fair; acreage 75% compared with last year.—McIntyre Bros., per James Jefferson.

El Reno, Okla., May 27.—Wheat acreage 110%; condition 100%. Will need rain soon.—H. K. Schafer, sec'y Canadian Mill & Elevtr. Co.

Butler, Okla., May 29.—Wheat and oats suffering for rain; spring crops look fine; alfalfa mowing nicely; quality good; yield fair.—E. J. Webb.

Kingfisher, Okla., May 27.—Oats acreage 110%; condition 90%. Corn acreage 75%; condition 85%.—F. W. Linkhard, sec'y Kingfisher Mill & Elevtr. Co.

Kingfisher, Okla., May 27.—Wheat acreage 100%; condition 100%. Will need rain soon to insure crop.—W. E. Pennington, agt. El Reno Mill & Elevtr. Co.

Cherokee, Okla., June 1.—Wheat acreage 75; condition 175%. Had a good rain last evening which helped oats crop.—L. D. Sautbine, of Cherokee Grain Co.

Byron, Okla., June 1.—Wheat acreage 90%; condition 90%. Oats crop late; acreage about the same as last year; condition 85%.—J. L. Blanchard, mgr. Byron Alfalfa Mill Co.

Haskell, Okla., May 31.—Oats looking very fine; large acreage. Wheat very good; acreage small. Corn good stand; large acreage; outlook for all crops good.—Haskell Mill & Elevtr. Co.

Cherokee, Okla., June 1.—Wheat outlook at present 90% of a crop; need rain. Corn acreage small; condition fairly good. Oats crop late; acreage increased 10%.—F. A. Hogue, mgr. Farmers Federation.

Hunter, Okla., May 31.—Wheat acreage 100%; condition 90%. Oats acreage 75%; condition 50%. A good rain within a week would improve conditions 25%.—M. Vandenberg, mgr. Hunter Mill & Elevtr. Co.

El Reno, Okla., May 27.—Corn acreage 90%; condition 75%. Oats acreage 110%; condition 100%. Late sown wheat and oats damaged by hot winds.—T. J. Rasp, mgr. Farmers Union Co-op. Mill & Elevtr. Co.

Meno, Okla., May 29.—Wheat acreage 100%; condition 90%. Oats acreage 110%; condition 100%. Corn acreage small; condition fair. Crops are badly in need of rain at the present time.—A. B. Becker.

Kingfisher, Okla., June 5.—Wheat harvest will begin June 12; had fine prospects up to two weeks ago, but hot winds and drouth have reduced the crop one-half; oats in about same condition.—A. R. Lanhard, Kingfisher Mill & Elevtr. Co.

Oklahoma will have a bumper crop; oats, however, have gone back (June 5) on account of dry weather; central and northern parts of state present fine wheat appear-

ance. Harvest in full blast in Southern Oklahoma.—T. A. Bryant, Kirkwood, Mo.

Hitchcock, Okla., May 29.—Wheat acreage 110%; condition 90%. Oats looking good; acreage 10% larger than last year; condition 95%. Both wheat and oats need rain badly and must have moisture soon to insure crop.—I. G. Krieger, of G. J. Krieger & Son.

SOUTH DAKOTA.

Cavour, S. D., May 26.—Small grain in fine condition; plenty of moisture; large acreage; ground in fine condition. Most of the corn planted; some fields coming up.—W. J. Hunt, mgr. Farmers Co-op. Elevtr. Co.

SOUTH EAST.

Richmond, Va., June 5.—Wheat crop looking well thru this state.—T. W. Wood & Sons.

TEXAS.

San Marcos, Tex., June 6.—Oats crop fine.—Lake & Griffin.

Childress, Tex., May 27.—Oats prospects good; need rain.—G. P. Albright.

Denton, Tex., May 24.—Wheat acreage 80%; condition 100%.—C. F. Witherspoon.

Groom, Tex., May 23.—Wheat acreage 80%; condition fine. Oats acreage 90%; condition 70%. Need rain.—E. S. Blasdel.

Wortham, Tex., May 24.—Oats acreage small but good. Corn 2 weeks late; prospects very good; acreage increased 20%.—J. W. Cooper.

Hamlin, Tex., May 25.—Oats completely ruined by dry weather; doubtful if they will get large enough to mow. Wheat looks fairly well; will be very little unless it rains.—Hamlin Elevtr. Co.

Garland, Tex., June 6.—Wheat and oats now cutting; wheat yield 15 to 30 bus. per acre; oats 30 to 75. Oats on rolling lands not so good account lack of showers; corn and cotton doing well. Fine crop prospects.—G. W. Crossman.

Bangs, Tex., June 7.—Crop conditions not as good as have been on account of hot winds; everything cut a little short, but oats and wheat very good; harvesting now going on and threshing to begin next week.—L. N. Yarbrough.

WISCONSIN.

Madison, Wis., May 15.—Favorable condition of winter grains reported in the North and Northwestern sections of state; very little damage if any from frost. Condition of winter wheat 86%; winter rye 91; acreage of winter wheat 91%; spring wheat 90%; oats 101%; winter rye 97%; spring rye 82% and barley 102%.—J. C. McKenzie, sec'y Wis. State Board of Agri.

WINTER WHEAT IN FIVE STATES.

We estimate the winter wheat crop in the five states west of the Mississippi River as follows: Nebraska, 38,000,000 bus.; Kansas, 74,000,000; Missouri, 24,000,000; Oklahoma, 18,000,000 and Texas 10,000,000 bus.; compared 41,575,000 bus. for Nebraska in 1911; 51,375,000 for Kansas; 36,100,000 for Missouri; 8,900,000 for Oklahoma and 3,500,000 bus. for Texas.

The total for this season is placed at 164,000,000 bus. against 141,450,000 bus. for the 1911 season. The figures were carefully compiled from reliable information secured in the last 10 days.—Elwood Grain Co., St. Joseph, Mo.

GOVERNMENT CROP REPORT.

Washington, D. C., June 10.—The Crop Reporting Board of the U. S. Dept. of Agriculture estimates the acreage of winter wheat on June 1 to have been 25,744,000 acres; spring wheat, 19,201,000 acres; oats, 37,844,000 acres; barley, 75,740,000 acres.

The average condition of winter wheat on June 1 was 74.3%; spring wheat, 95.8%; oats, 91.1%; rye, 87.7%; hay, 89.8%.

WINTER WHEAT.

	June 1.	May 1.	June 1.
Kan.	75	80	65
Neb.	74	85	79
Mo.	65	72	84
Okla.	80	87	44
Pa.	89	89	82
Ind.	42	52	85
O.	45	53	80
Ill.	41	52	85
Wash.	96	95	98
Va.	86	92	81
Mich.	55	64	88
Tex.	89	93	70
Ky.	71	76	88
Tenn.	84	85	85
Ore.	101	100	95
N. C.	84	91	89
Md.	92	93	79
Cal.	80	77	80
Ida.	97	96	98
N. Y.	81	83	82
U. S.	74.3	79.7	80.4

Yield estimates are as follows: Winter wheat, 363,000,000 bus.; spring wheat, 265,000,000; total wheat yield, 628,000,000; oats, 1,109,000,000 bus.; barley, 192,000,000 bus.

Echoes of Feed Mfrs. Meeting.

Officers elected at the fourth annual convention of the American Feed Mfrs. Ass'n held in Chicago May 24 were G. A. Chapman, of Chicago, pres.; J. C. Reid, of St. Louis, vice-pres.; W. A. Reynolds, second vice-pres.; H. A. Abbott, third vice-pres.; W. R. Anderson, sec'y-treas.; executive com'te: S. T. Edwards, Chicago, chairman; F. A. McClellan, J. H. Genung, H. G. Atwood, Edward Corrigan; uniform law com'te: G. A. Chapman, chairman; W. C. Johnson, H. S. Youtsey, W. R. Anderson, H. A. Abbott, H. G. Atwood, J. H. Genung, F. M. Wilson, Edward Corrigan.

The place for holding the annual meeting in 1913 was not selected owing to the small attendance, but this will probably be decided at the semi-annual meeting in November.

The active membership list of the Ass'n numbers 57, which includes 9 who have failed to pay dues in the past year and several who have not paid any dues in the past two years.

The treasurer's report from Nov. 16, 1911, to May 21, 1912, showed collections and deposits, \$1,920.75; disbursements, \$1,880.90, and a balance of \$104.10.

Resolutions were adopted favoring the arbitration plan recommended by the executive com'te, providing for three members to act with three members appointed by the feed control officials, and a seventh man to be chosen by the six to comprise a board of arbitration.

Make Your Elevator Pits Water-Tight.

A very simple and economical method of rendering elevator pits absolutely damp and moisture-proof is the application of a cement plaster coating on the floor and walls of same. As cement plaster in itself will not prevent the penetration of moisture and dampness, a first-class integral waterproofing compound is necessary. Of the many such materials now manufactured and offered for sale, none has met with better success and gained a larger popularity than a cream white paste, called Ceresit, and manufactured by the Ceresit Waterproofing Co.

This Ceresit paste is simply added to the water used to temper the dry mixture of cement and sand. It dissolves in the water instantly and the latter thus becomes the medium of a perfect, even and homogeneous distribution of the compound and assures absolute waterproofing results. This method of Ceresitized cement plaster coatings applies to new construction as well as to old leaking pits. When new elevators are to be constructed the pits may be made water-tight throughout without the necessity for any extra coating, by dissolving Ceresit in the water with which the concrete is mixed, thus rendering the pit water and damp proof throughout its entire mass.

A well illustrated booklet, published by the Company, contains a long list of important structures in which Ceresit has been successfully employed. Copies of this will be sent free upon application.

June is famous as a month for weddings, conventions, strawberries, conventions, spring fever, conventions, forgotten Jan. 1 resolves, conventions and conventions and here our originality ricochets off into space, leaving us unable to think of anything but conventions.

KANSAS-OKLAHOMA GRAIN DEALERS MEET AT WICHITA

Kansas and Oklahoma grain dealers held a joint meeting June 5th and 6th in the Board of Trade Room at Wichita, with a larger attendance than at any previous meeting.

Sec'y E. J. Smiley called the first session to order at 2:30 Wednesday afternoon, and introduced W. R. Watson, Pres. Wichita Board of Trade, who made a short address of welcome in which he reminded the grain dealers of their important position as middle-men in the great business of distributing the products of the farm. He said, "the middle men will be with us always. Your guide shud be the Golden Rule. Co-operate with farmers in raising larger yields of better grain."

Sec'y Smiley responded to the address of welcome, and then announced the topics for discussion.

OFFICE VS. TRACK INSPECTION.

On the topic, Advantages of having grain sold by sample instead of state inspection, Sec'y Smiley opened the discussion: "All of you are aware that the grading of the Kansas State Inspection Dept. is not satisfactory to country shippers. During the past year the state has doubled the cost of inspection. We do not believe that the legislature fully considered conditions. The question is now up before the state supreme court and we expect a decision within 30 days."

E. R. Gordon, Chief Inspector for the State of Kansas, was called upon. He said in part: "It is unfair to call on me at this early stage. I am here by no pressing invitation. It seems to me the arguments for office inspection exist in large part in Mr. Smiley's mind. But there are two sides to every question. If wheat is good it does not require much time or ability for inspection; but, if wheat is bad, the more of it you can see the better will be the inspection. We inspectors do not make the laws. We try to enforce them as they are. If the laws don't suit you, do not jump on us. You shud at least give us credit for being honest."

"In regard to increase in charge for inspection, I will say that you used to pay 40c for the inspection of an 18,000-lb. car. That was as much as you pay now. Our department has just paid expenses. Office inspection wud be more expensive than track inspection. We do you more good than you give us credit for. Inspectors are sworn to do their duty, and they have regard for their oath. Conditions in the inspection department would be bettered if you grain men gave us support instead of continually condemning us."

F. L. Kroutil, Yukon, Okla.: We handled 90 cars on sample, and every car graded as per sample, just as could be expected. I know that in buying by sample from Kansas City or Wichita you get what you buy.

G. S. Carkener, Kansas City: The greatest trouble with state inspection is the difference of opinions of the inspectors. It is more satisfactory selling by sample than by grade.

W. R. Watson: I don't see how a sample can represent the moisture in grain. A small sample will dry very rapidly—especially when passed from one to the other. It is hard to make a type sam-

ple of a car of wheat containing different qualities.

Sec'y Smiley: If you ship to Wichita, or elsewhere, we have inspectors who take a true sample from each car. If not satisfied with sample, you have a right to appeal to members of the Board of Trade. The arbitration com'te is not a part of the inspection dep't, but a part of your Board of Trade, or your ass'n. I see no objections to selling by sample because it is then sold on its merits.

Mr. Hiddleston: When a miller buys a car of wheat he wants to know the percentage of gluten or starch. A miller may not want to pay a No. 2 price for a No. 2 grade. He may find a No. 3 grade, containing proper per cent of gluten, which is worth as much to him as the No. 2 grade.

C. C. Easley, Cimarron: The percentage of gluten in wheat, and not the *grade*, is what determines the value of wheat to the miller.

DOCKAGE SYSTEM.

Sec'y Smiley presented the question: "Do we favor a dockage system, and if so, on what basis?"

W. R. Watson: I have known No. 2 wheat to sell on the tables at Wichita which screened 800 lbs. out of 1200 bus. This loss is too great for the miller to bear.

C. V. Topping, Sec'y Millers Club: The millers do not want anything that is not fair. They want to work in harmony with grain dealers. At the Kansas City meeting we discussed this matter thoroly. The farmer is responsible for this foreign matter in wheat. One percent foreign matter in car is not too much, but more than that shud be docked. It is a loss to the miller.

Mr. Hiddleston: The only way the dockage system can be made permanent is by legislation.

Sec'y Smiley: Farmers who have unfortunately produced foreign matter in wheat shud be instructed to clean it out and destroy it on the farm.

E. R. Gordon: Weed seeds all go to the bottom of the car. If a miller buys a carload of No. 3 wheat and cleans out 2500 lbs., he is taking too much loss. Winter wheat contains the most weed seeds. The thresher shud be required to clean them out.

J. W. Smith: I have known 60 bus. of wheat to clean out 30 lbs. In order to take accurate test, we take a sample of wheat, sift it, and then test it.

Sec'y Smiley: All those in favor of establishing a dockage system will please rise. No one responded. All opposed to dockage system will please rise—Unanimous.

Adjourned to Friday at 9:30 a. m.

FRIDAY MORNING.

The Friday morning session was called to order at 9:30 by Sec'y Smiley with the question of office vs. track inspection.

Sec'y Smiley said: Office inspection was begun seven years ago in Minneapolis and is satisfactory. Chicago followed the example. It is impossible to determine the quality of wheat at some cars on account of bad light. Office inspection is more consistent because the light, heat and moisture conditions are the same day by day. In office inspection it is not necessary to have every man a judge of grain.

Minneapolis has only 3 men, and Chicago has only 5 men who judge the grain. In track inspection the inspector must go out to the car. It is impossible for one man to take the sample and inspect the grain accurately in 75 cars before 11:00 o'clock in the morning. At Minneapolis office inspection does not cost more than track inspection. We want efficient inspection, no matter if we do have to pay 10c to 20c more.

J. H. Shaw, Enid, Okla.: I favor office inspection, because we can't get efficient track inspection.

E. R. Gordon: Office inspection will not do away with all objection to inspection. If a man sees good wheat he can inspect it rapidly—but bad wheat requires more time. The chief inspector at Chicago favors office inspection—some of the interests do not. It is hard to have accurate inspection of corn, for it is very liable to get hot after the inspection. We must inspect it for what it is at the time. Experience leads me to believe I can inspect a car on track as well as at the office. The inspection dep't is charged with too much responsibility. We do not make the rules—we execute them.

Sec'y Smiley: What are the objections to office inspection?

E. R. Gordon: Grain in car may be out of condition, tough or musty. After the sample has been in the air a few minutes it is bound to improve. And it is difficult to take an accurate sample which will represent the true condition of grain in all parts of the car.

Wm. Murphy, Kansas City: Mr. Gordon says inspection dep't is doing the best it can. If we can convince him of a better system he will change his mind. We ought to have office inspection to save expense of reinspection.

Mr. Hiddleston: Conditions in the office are more favorable for inspection. Cars often dark. Inspection rules are laid down by higher authorities. Cars must be graded by the lowest quality of grain in the car. If there is good wheat on top and bad in bottom of car, get a sample of each, but do not mix them together. Inspection shud show the different qualities—whether there is smut in one end and bin burnt wheat in the other,—and the car shud be graded accordingly. Then the buyer can make a good bid.

W. E. Clark, Sawyer: I am in favor of track inspection. Can't see a particle of advantage in office inspection. It takes as long to get sample one way as the other.

D. S. Warwick: It seems to me this question has been fully discussed. Most country dealers are inspectors themselves. I found that by taking the same position in my office, where the light is always the same, I could make more accurate grades. I favor office inspection because it gives better results and is cheaper.

M. W. Cardwell, Topeka: Country grain-men of Kansas are all inspectors. Kansas men favor office inspection, and we are going to null for it until we get it, because we need everything that will be beneficial to grain men.

D. C. Kolb, Oklahoma City: I favor office inspection.

Mr. Wegner: If 8 or 10 plunges, were made in taking the sample, instead of 5 as at present, the inspection would be more accurate.

J. L. Root: It is of primary importance to have competent inspectors. But it is easier to get one competent man than to get a half dozen. That is one reason why I favor office inspection. I think selling by sample gives the best results.

Sec'y Smiley called for rising vote on

the question, "Office vs. Track Inspection," which stood 80 to 1 in favor of office inspection.

C. F. Maegly, A. G. F. Agt. Santa Fe System, gave a talk on Weights, from which we take the following: Where shipper weighs or estimates amount of grain in car, he shud give local agent certificate showing weight, scale, drafts, whether it went thru bin or spout, etc. This will enable railroads to locate excessive discrepancies. The defective box car has had to bear undue share of responsibility for loss in weight. The weigh bill shud show what happens to car en route, leakage, etc., and be signed by the conductor. That plan will be put into operation on Santa Fe with the coming crop season.

Shipper shud test his scale and know that it gives accurate results, and he shud keep record of the tests so he can show them.

Mr. Maegly said that the Santa Fe had never been opposed to the automatic scale, altho they had their objections, as well as advantages and conveniences. The operator shud test several drafts of each car, and keep a record of the tests. Some shippers set the scale for wheat and leave it throughout the season. Too often shipper does not take proper care in weighing. It wud be a great advantage to have regular and systematic scale testing. Our line will go the limit to bring about such a system. A scale expert should be an expert.

Sec'y Smiley: The problem which confronts us in this scale testing plan is the expense of carrying the test weights between stations. A vote by elevator operators who are willing to bear the expense of this scale testing showed 80 in favor and none opposed.

D. S. Warwick: We have not discussed this question thoroly. There is a fault in weighing grain by country shippers. But I wud suggest that scales at destination shud also be tested.

C. F. Maegly: All railroad track scales are regularly inspected. The Santa Fe was recently required to send to Interstate Commerce Commission a complete transcript of all tests of track scales. We maintain a dept to test scales. Our plan is one of co-operation with grain men at both ends.

D. S. Warwick: I was not referring to scales at Wichita, or Kansas City, or any other organized market, or to the Santa Fe track scales. I referred to points in Kansas, Oklahoma and Texas, where some members of the Western Weighers' Ass'n do not give accurate weights.

Sec'y Smiley: The fact that a man is a member of the Western Weighers' Ass'n covers a multitude of sins. We are forced to believe that this ass'n is a farce thru and thru.

I recently read a newspaper article in which Deputy Sealer Stimpson says one-third of the wagon scales in the state are off 10 lbs. to one ton, which he figures is an aggregate loss to the farmer of \$155,000 per year on wheat alone. This is merely a political cry which comes very convenient at this season. We do not believe that the men sent out from our University at Manhattan are competent to test the scales and correct them.

M. W. Cardwell: Railroads have paid claims which were unjust because shipper scales were out of order. I wud like to see more co-operation with the railroads and I, therefore, move that the Grain Dealers Ass'n of Kansas, Oklahoma and Texas co-operate with railroads in forming a scale inspection department, and that the railroads have authority to

inspect shippers' scales and issue test certificates, the expenses to be borne equally by all whose scales are inspected.

Mr. Middleton: A good box car is the first thing the shipper wants to see. The shipper shud have a certificate from the railroad agent that the car is *perfect*. The Santa Fe does not cooper cars except at destination. Rock Island coopers and burlaps all damaged cars. We load our car but do not know its destination. If car leaks in transit, an employe nails it up but does not say a word. A complete report on the car shud be made.

C. F. Maegly: In the plan which the Santa Fe will put into operation this season the car-fixer's report by employes is to accompany weigh bills, and means will be taken to prevent avoidable loss.

N. W. Cardwell: The railroad will then be bound to pay our claims.

Sec'y Smiley: If carriers will agree to give free transportation to the testing weights, the cost of inspection will be not to exceed \$3.00.

C. F. Maegly: I move, as a substitute for Mr. Cardwell's motion, that it is the sense of this conference that the secretaries of these ass'ns, the terminal markets and carriers co-operate to the fullest extent in bringing about proper care of scales and orderly weighing, and absolute certification of weights as cars are loaded and unloaded.

Carried, 25 to 1.

NOTES ON THE MEETING.

D. L. Croysdale passed out lead pencils. A keg of nails was opened by Gene Kelly.

Nebraska one dealer—J. R. Hoffman, Deshler.

Room 313 B. of T. was a lucky strike for many.

Ft. Worth sent Jule Smith, repte Ft. Worth Elvtrs Co.

Germany was represented by Jacob F. Schmidt, Wiesbaden.

Grain Dealers Journal cars were worn by all dealers in attendance.

St. Louis sent one Fred Langenberg, repte Langenberg Bros. & Co.

The Battle Royal was one of the best features of the entertainment at Walnut Grove.

Little Rock, Ark., still represented by F. G. Olson, the man who put the salt in the sea.

Who represented the Grain Dealers Fire Ins. Co.? A reward is offered, dead or alive.

Room 208 Eaton regretted the absence of "Kid" Hutchins, the Ponca City "Hopec."

One of the best meetings ever held in the State of Kansas, fully 250 dealers present.

Machinery men present were Ben P. Ordway; W. P. Buchan, repte Richardson Scale Co.

McCullough Grain Co. presented the dealers with a combination watch fob and score card.

From Hutchinson were G. W. Countryman; E. and G. C. Hipple; E. E. Shircliff; E. R. Rixon; E. A. Mowrey.

On Thursday evening everyone enjoyed the features of Wonderland Park—as guests of the Wichita Board of Trade.

After the business meetings the visiting grain men were royally entertained as guests of the Wichita Board of Trade.

Oklahoma City representatives were Geo. W. Curtis; C. Y. Semple; D. C. Kolp and C. F. Prouty. Sec'y Okla. G. D. A.

"Red" Blue, the Protection Kansas Watch Dog, and "Wild Ira" Swinehart, the Gnashin terror of Nash, Okla., were absent.

Langenberg Bros. & Co., of St. Louis, distributed a handsome leather bill and card case bearing their firm name.

Fred Jenisch, mgr Moreland Grain Co., Moreland, Okla., put the champion wrestler from St. Louis on his back in a 30-minute contest.

Bob Smith made his debut by engaging in a thrilling 3-round boxing contest with Tod Sloan. The winner—B. S.—received some of the unbalance rations.

The automobile race between Edouard Smyllie, in a specially upholstered Cadillac, and Toddius Schloan, tooling a Steam Roller, resulted in a tie.

A real ball game between the Omaha and Wichita Western League on the afternoon of June 6. The adding machine exhibited at the meeting wud have been a great thing for totaling Omaha's score.

Another by the Wichita Board of Trade Quartette:

Here's to Art Mann. He's handsome, not tall.

His favorite drink is a Scotch high ball.

In memory of "Bill" Randel's absence the Wichita Board of Trade Quartette sang the following:

Bill Randels is so bald on top

When flies light on him they can't stop.

Wednesday afternoon at 4 o'clock special electric cars took every one to Walnut Grove, a beautiful spot about 5 miles from the city, where balanced and unbalanced rations were served during intermissions of the afternoon entertainments. Quite a few of the boys took a decided liking to the unbalanced rations.

Kansas City representatives were: S. H. Miller; James Russell; Phil F. Cary; O. C. Hess; Wm. Murphy; Allen Logan; F. L. Ferguson, repte A. C. Davis & Co.; V. P. Simonds; D. B. Sibley; G. S. Carkener and W. C. Van Horn repte Goffe & Carkener; A. D. Wright; S. J. Owens; D. C. Houck, repte Moore-Lawless Grain Co.; W. B. Lathrop; Leon A. Fuller, of Thresher-Fuller Grain Co.; W. G. Delts, Jr.; W. W. Simmons and L. O. West, repte Ernst-Davis Grain Co.; "Art" Mann and "Bob" Smith, repte Smith-Mann Grain Co.; J. A. Theis; J. C. Robb; D. L. Croysdale; J. Smith; Frank Barrett; E. C. Kruse with Russell Grain Co.; C. W. Lonsdale; E. R. Stripp; Capt. S. P. Hinds.

KANSAS Dealers in attendance were: L. A. Adler, Goddard; J. A. Armour, Bentley; F. L. Albertson, Zenith; Chas. Augustus, Stafford; W. O. Adams, Yule.

A. E. Barkemeyer, Sedgwick; M. N. Brown, Haverhill; U. E. Baird, Anness; P. C. Burge, Perth.

O. L. Crouch, Caldwell; M. W. Cardwell, Topeka; W. L. Carter, Macksville; Joe Clark, Partridge; Bruce Carlson, Americus; C. V. Chaney, Whitewater.

H. C. Durant, Radium; H. N. Durant, Kingman; C. A. Dundon, Burrton; C. R. Dixon, Kiowa; John Daves, Winfield; A. A. Denton, Grenola; F. B. Downs, Belle Plaine; J. E. Damon, Caldwell.

K. G. Ehrlich, Marion; D. S. Erni, Bison; E. A. Fulcomer, Belleville; J. G. Fletcher, Preston; P. E. Gingsess, Sedgwick; J. C. Getter, Leon; G. E. Garrison, Towanda; L. Gillette, Coats.

L. A. Hecht, Andale; J. C. Haines, Augusta; John Holmes, Lyons; W. W. Harris, Pratt; C. E. Hartwell, Seward; W. L. Huffman, Gauda Springs; C. J. Homer, Clonmel; J. A. Hopkins, Potwin; M. L. Henshaw, Goddard; R. L. Hearn, Macksville; John Hayes, Winfield; W. E. Hacker, Elmore; F. A. James, Burden; P. J. Johnston, Lyons; C. Knox, Belle Plaine; E. Kuhl, Ellinwood; L. M. Krause, La Crosse.

C. W. Lewis, Hardtner; C. C. Lindinwood, Walton; J. A. Lyons, Langdon; Clarence Martin, Gerlane; Ora Loughhead, Corwin.

Henry Miller, Roy; J. McGowan, Rydal; L. J. Morgan, Coffeyville; H. N. Marshall, Coldwater; J. E. Marshall, Haverhill; R. C. Moore, Coats; K. R. Mohn, Ellinwood; J. J. Mannion, Augusta; H. I. Merrill, Furley; F. Mills, Patterson; P. T. Nickel, Buhler; Gus Oswald, Durham; C. H. Peterson, Atlanta; G. W. Pratt, Shook; J. Pinney, Ford; A. J. Plush, Penalsosa; T. B. Oliver, Isabel.

[Cont'd to page 848.]

HEARING ON FEDERAL GRAIN INSPECTION.

The sub-com'ite of the Senate Com'ite on Agriculture and Forestry gave a hearing May 27 to grain dealers and a delegation from the Grain Dealers' National Ass'n on the bill to establish a federal grain inspection, introduced by Senator P. J. McCumber of North Dakota as S. 223.

Senator McCumber was the first speaker. He protested against further hearings.

A. E. Reynolds of Crawfordsville, Ind., began for the grain dealers by saying: At each and every hearing the advocates of this bill have introduced new statements. We therefore felt it was our right to have a hearing to controvert the statement brot out by the Senator in advocating the bill. The first subject we want to treat of is the 11 reasons contained in the sub-com'ite's last report to the general committee on May 7. It will be treated by Mr. Merrill.

J. C. F. Merrill, Chicago: I want to add that there were 40 reasons given when the bill was reported out before, which I attacked before the succeeding com'ite, and the succeeding com'ite did not report it out, but admitted that those reasons were not true. It is true that the McCumber bill today is not a duplicate of the previous McCumber bill, but it contains new matter. The Senator himself will not deny that.

Senator McCumber: It was reintroduced just as it was modified by that com'ite, and the only modifications that were made were modifications with reference to allowing the appointment of an inspector to inspect intrastate grain where there was a demand for it and another portion in reference to the wheat, where there was a demand for it.

J. C. F. Merrill: Yes, sir; those are very material matters, because I urged before the previous com'ite, or the com'ite on a previous occasion, that this authority could not be extended over intrastate grain, and that more than half of the grain-moving commerce today is intrastate and goes to terminal markets within the confines of the five States that have State laws, and there are only three of the surplus grain States that have them—the Senator's State, South Dakota, and Iowa being the only three.

E. H. Reynolds: We have had for 16 years an ass'n called the Grain Dealers National Ass'n, that looked after all matters pertaining to the interests of the grain producing and consuming public. That ass'n 8 years ago took up the then seemingly hopeless task of standardizing the grades of grain.

E. H. Culver, Toledo, O.: The real movement to standardize grades originated in the chief inspectors' organization 15 years ago, at the Chicago Beach Hotel. Hubert Price was the gentleman who made the first suggestion, the chief inspector of the State of Illinois. We followed along down and built standard samples in Chicago, in St. Louis, in Kansas City, and at different places, but the grain at that time was so diversified in character that it was almost impossible to standardize the grades of grain of the country. It took us six years to compile the information, which brought us up to 1902 in Peoria. We showed the first samples at the Peoria meeting of the Grain Dealers National Ass'n. Mr. Foering, then president of the Chief Inspectors National Ass'n, as chairman of the grades committee, had the inspectors of 37 different markets compile their stand-

ard samples. In the winter of 1902 we met at Philadelphia and drew up rules to govern the grade of grain and submitted them to the Grain Dealers National Ass'n and the different exchanges for their adoption. The wheat was so diversified that it was utterly impossible at that time to bring about the result that we tried to obtain. We went along until the first congress of grades was held in New York under Capt. John Foering. Then the Grain Dealers National Ass'n turned this matter over to the Chief Inspectors National Ass'n.

That was in 1906 at the St. Louis meeting. The chief inspectors at our meeting adopted a rule, which 18 markets accepted within less than a week, for grading the grain under the uniform phraseology of the Chief Inspectors National Ass'n and the Grain Dealers National Ass'n.

We made what is called a six years' test of the average moisture and dirt in grain and corn, and we found that we were not liberal enough, so we changed those grades, raising the moisture to 19 per cent at Indianapolis and 10 per cent on bin-burnt grains, and we have found that after the six years' average has been reported that we have got down, in the Chief Inspectors National Ass'n, to a solid foundation upon which we can work—and by the way, I would like, for comparison, to file here the uniform rules of the Grain Dealers National Ass'n in order to show the progress and study that the association is giving the matter in trying to bring about uniformity.

Our association of chief inspectors has experimented along the line of corn, wheat, and oats for the last 14, 15, or 16 years. No one has worked harder to bring about uniformity and uniform phraseology than they have, so as to simplify the grading of grain. The uniform grades, as now filed, have been adopted, I think, by every college between the Allegheny Mountains and the Rocky Mountains as their primer to teach the grading of grain, and we aim, and we think we will be successful in less than two years, to accomplish it and have every market in the United States adopt uniform phraseology and uniform practices in grading the grain. We have now 27 markets that have already adopted it.

Jno. O. Foering, Philadelphia: It was 1901, at Des Moines, when the chief inspectors first took up the subject.

Senator McCumber: That was hardly 15 years ago; but you had a sort of tentative agreement at that time that lasted a little while and then it fell apart on account of disagreements between the several grain centers; and is this not true also, that afterwards, and after we were pressing this bill in Congress, the grain trade again made the extraordinary effort to stem the dissatisfaction by making a further attempt at uniformity of grades? I read about 2 or 3 years ago the discussions with one of your members in which that was taken up at your national meetings, in which he insisted very earnestly that unless you did succeed in securing uniformity that there was nothing on earth that would stop this bill becoming a law, and acting under that impulse you have been at work and have been quite successful, according to your own statements?

E. H. Culver: We have; yes, sir.

Senator McCumber: You have nothing to bind you, however, but the agreement of the several inspectors to stand by it?

E. H. Culver: Oh, yes, we have.

Senator McCumber: Well, there is no law that binds you—no national law.

E. H. Culver: Yes; we have a good

law. Take this misbranding act. We adopted the inspection rules.

Senator McCumber: You are getting uniformity, are you not?

E. H. Culver: Yes, sir.

Senator McCumber: And you are making a success of it?

E. H. Culver: Yes, sir; absolutely so.

Senator McCumber: When this bill was introduced a few years ago every one of your exchanges, with the exception of one or two, declared that it was an impossibility, that it was folly; that on account of the diverse character of the grains in the United States a uniform standard was impossible, and nobody but a crazy person would ever think of such a thing, and now you come in, after this bill has accelerated your knowledge along that line, and tell us that it is a great success, that you can do it. I, for one, am exceedingly glad to know that you have found your mistake.

Let me prophesy that you can still go further, and when you have even a national inspection you will find that you will have human nature to deal with exactly the same, and you will be able to have the proper standard just the same as you have in your cotton, and the same as you have in your meat inspection, and it will not hurt anybody.

A. E. Reynolds: I wish just to emphasize one matter that was brought out here. You see, the misunderstanding is in regard to dockage, and really we attribute the origin of this bill to the dockage system that is in vogue only in that small space of the Northwest. I wish to say to the committee that nowhere in the United States excepting there do we know of such a thing as dockage to take care of filth or anything that is in grain. That is all taken care of in the grade itself. There are grades of, say four grains that can easily be made to No. 2 by taking out this foreign stuff, all oats, mustard, cockle, or whatever it may be; and only in your section of the Northwest, Senator, is the practice in vogue of docking to take care of that.

Last spring when Dr. Wiley promulgated his order in regard to applying the pure food and drug act to grain, and the National Ass'n of Grain Dealers took the matter up and came to Washington, Sec'y Wilson assured us that the action of Dr. Wiley was unwarranted, that the order was not promulgated by the department, that it should not be put in vogue until that department succeeded in its present work of standardizing grain-inspection rules for the country; or, in other words, adopting a standard of different grades of grain which will be the United States standard. Sec'y Wilson said that his department had been engaged for two years or more in that effort, and it would be from 18 months to 2 years more before the work was completed, and that until that was done there would be nothing further done in trying to apply the pure food and drug act to grain.

That applies just this far, that if there is to be a standardization of grain, grades of grain, that would have to be determined before any national inspection could be promulgated, if ever.

National inspection will have to comprehend uniformity; but we claim that uniformity does not necessarily have to comprehend Government inspection.

J. A. A. Geidel, Pittsburgh, Pa.: The people in the East, the ultimate consumer, as a rule, accepts without question the inspection certificates of the large terminals, such as Toledo, Peoria, Chicago, Duluth, Minneapolis, Detroit. So long

as we have the human agency to contend with, errors will creep in, in the judgment of these inspectors; but there is little or no complaint.

If the populace does not see fit to come forward and ask that this bill be enacted, I can not see why it should be foisted upon the public when there is no necessity for it.

We can not find that there is any popular demand in any of the surplus grain producing States. If there is a little dissatisfaction up in the Northwest, which seems to be the cause of this bill, it strikes me that could be remedied if that State would do as the other surplus-grain States have done, adopt an inspection department of their own.

Wm. T. Cornelison, Peoria, Ill.: Our objection to that is this, that a large part of the grain which is raised in our State is consumed within the borders of our State. A large part of the corn comes from our own State, and any bill which might be passed by the Senate and House would have no jurisdiction over that. A great deal of the business handled by the members of this association which we represent is intrastate business over which the Federal inspector could have no jurisdiction, unless it was by request.

Senator McCumber: But the moment that you get a Federal law every foreigner would demand, or every purchaser would demand, that Federal certificate in preference to any State or local certificate that you could possibly attach to it; and you would drop your State inspection and take up the national inspection, because it would facilitate your trade.

W. T. Cornelison: Mr. Senator, do you think that it is more incumbent upon the Senate of the United States and the House of Representatives of the United

States to pass a law to enable the foreign buyers to do what they want, rather than to take care of our own people? And do you not know that it is a fact that the foreign buyers have been offered insurance at as low a rate as a half cent a bushel on corn to insure the corn arriving at the foreign destination in as good a condition as it left here? At a half a cent a bushel, they say: "We would rather take the risk ourselves."

We have pledged ourselves as a grain people, as a grain trade, to adopt such standards when promulgated which will accomplish the object of this bill, and to keep the employment of the people who administer the inspection out of the hands of politicians as much as possible.

Senator McCumber: How can you take them out of the hands of politicians in any better manner than under the civil-service system of a careful examination? What better method can you devise of taking them out of politics than the method that has already been devised for all the Government employes upon a careful examination?

W. T. Cornelison: One very essential thing is this—and there are other reasons—under the present method from the board of trade standards if we find a man is wrong or doing what is wrong we can discharge him today.

J. C. F. Merrill read the following:

RESOLUTION.

Whereas, There has been introduced into Congress several bills providing for the Federal inspection of grain; and

Whereas, These measures are predicated upon the assumption that the present system of grading and classification of grain is faulty; and

Whereas, There are public utterances of people unconnected with the grain trade which would indicate that the business methods of that trade are not consistent with fair and upright dealing; and

Whereas, It is believed that the grain trade is composed of gentlemen of high morals, who conduct their business honestly upon proper lines and without inordinate profits in any of its branches; therefore be it

Resolved, By the Grain Dealers National Ass'n and other representatives of the grain trade in conference assembled at Washington, May 27, 1912, that the Congress be, and it is hereby, petitioned to appoint a commission to investigate the grain trade in respect to the first handling from the farmer, its transportation, the handling at terminal markets, the export of grain, and kindred matters, it being firmly believed that such an investigation would vindicate the grain trade and forever set at rest the unwarranted agitation for governmental control of the inspection of grain.

A. E. Reynolds, Chairman; H. S. Grimes; Geo. A. Wells, Wm. T. Cornelison, Wm. N. Eckhardt, Legislative Com'tee; John F. Courcier, Sec'y.

I want to say to you, gentlemen, that these resolutions were presented and adopted four years ago and were urged at that time.

Senator Wm. O. Bradley, chairman: Gentlemen, we have enjoyed your discussion very much.

Thereupon the com'tee adjourned.

In Attendance: A. E. Reynolds; J. C. F. Merrill; Jno. O. Foering, S. L. McKnight, and Walter Street, Philadelphia; J. A. A. Geldel and Jos. McCaffrey, Pittsburgh; E. H. Culver and Jno. F. Courcier, Toledo; W. T. Cornelison; H. S. Grimes, Portsmouth, O.; Geo. A. Wells, Des Moines, Ia.; Senators Bradley, Chamberlain, Gronna and McCumber.

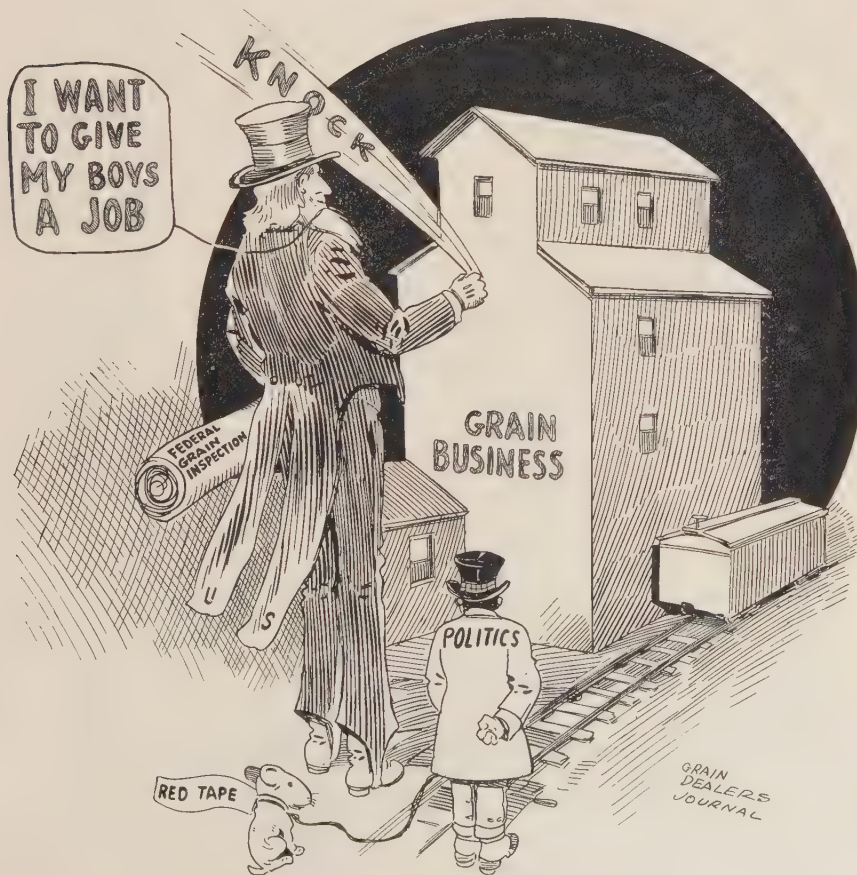
The National Good Roads movement was recently aided by the adoption by the House of an amendment to the postoffice appropriation bill which grants a subsidy for highways used for rural free delivery. The amendment was a compromise of 29 good roads bills introduced during the present session of Congress.

Supplies of grain at the port of London consigned to English flour mills cannot be moved on account of a recent strike affecting 80,000 transport workers who are now out, the transportation of goods to and from the docks and on the Thames being practically at a standstill, and unless a speedy settlement of the strike is made the mills will be compelled to close down.

Kafir corn will wait for weeks for rain. The hot winds and the lack of moisture may make it wither and curl somewhat during the day, but it will freshen every night. It may be forced to stand still, and not grow for days or for weeks, but it will live and keep green. When the deferred rains do come, it shoots out heads quickly, they fill with grain and a good yield follows.

Less wheat for India than last year when 370,000,000 bus. were produced is the reported prediction of the Indian officials. Drought conditions still prevail over wide areas in Australia and it is that while Argentina's big wheat exports are still maintained, it is likely to fall off later. A large corn movement, including several consignments to the U. S. is anticipated.

Crop conditions in south Russia are reported fair; but the rest complains of the lack of seed, the general outlook, however is good. Roumania reports favorable seedings, while Bulgaria has had cool weather and good conditions and corn planting is in full swing. Hungary reports improvement and good average yield. Turkey has normal crop conditions. Italy maintains prospects and France has increased her wheat acreage by 600,000 acres. Rain in Germany has brightened the outlook, but the United Kingdom needs more rain. No change is reported in Spain or North Africa.



Uncle Sam Applies for Jobs for the Chronic Feeders at the Public Crib.

John Rawlins, Winfield; John Rausch, Goddard; J. Redinger, Halstead; N. T. Roach, Englewood.

O. L. Spangler, Walton; J. W. Schwartz, Leon; A. W. Steen, Protection; F. Strong, Riverdale; I. N. Shriver, A. Swanson, Coats; Jas. Simpson, Platt; Peter Shulte, Shulte; W. T. Taggart, Valley Center; F. F. Tribby, Frederick; J. B. Vosburg, Lewis. D. W. Wiley, Hunnewell; C. A. Walling-

ford, Ashland; G. H. Wilmot, Sawyer; A. E. Wooldridge, Brown Spur; G. H. Welch, Stafford; J. H. Wolf, Zenith; W. H. Williamson, Aulne; W. S. Yundt, Arlington.

Oklahoma dealers present were: E. L. Beutke, Blackwell; J. S. Badger, Pawnee; T. J. Coffman, Alva; C. B. Cozart, Woodward; G. L. Cannefax, Hunter; G. M. Cassidy, Tonkawa; R. S. Drake, Cherokee; F. C. Edmisson, Knowles; E. E. Gillis, La-

mont; G. W. Gregory, Tonkawa; G. A. Gumerson, Kremlin; J. F. Hunzinger, Cherokee; O. W. Hutchison, Shattuck; G. A. Harbaugh, Alva; F. A. Hague, Cherokee; Clyde Ingle, Shattuck; Geo. Ingram, Salt Fork; W. B. Johnston, Enid; F. L. Kron-til, Yukon; James McIntyre, Jefferson; J. O. Parke, Lamont; O. Reeg, Carmen; J. H. Shaw, Enid; A. Settergreen, Lamont; Ed. B. Wolfe, Comanche.

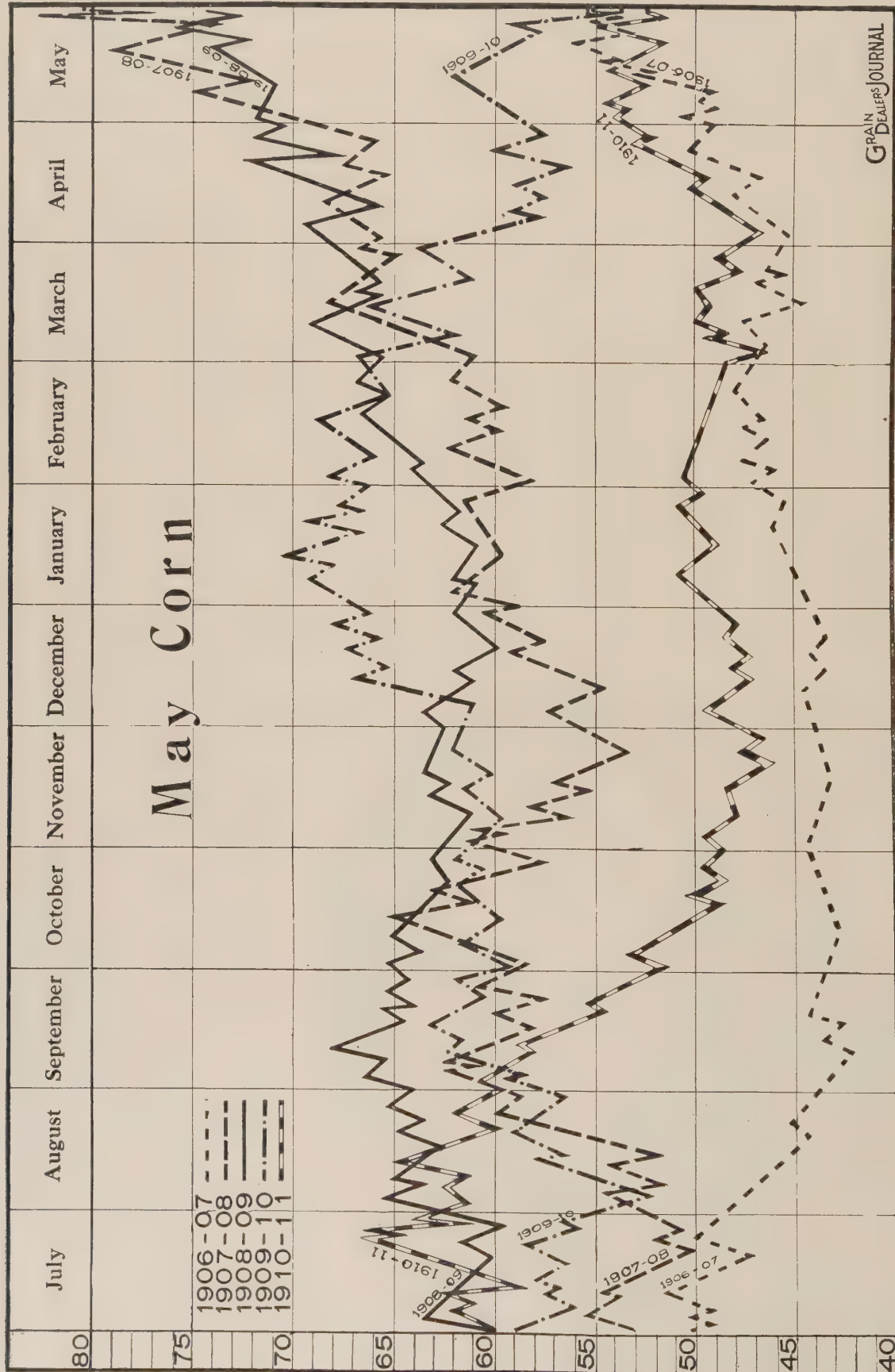


Chart of Important Fluctuations of Chicago May Delivery Corn for Five Years, 1906 to 1911.

NEW HOME OF THE CINCINNATI Chamber of Commerce.

The Cincinnati Chamber of Commerce will move into its spacious and magnificent quarters in the new Chamber of Commerce building, which is being erected on the site of the old Chamber of Commerce building, early in 1913 and will be housed in not only one of the highest and finest structures in the "Queen City" but in one of the most notable and attractive buildings of the west.

The new "home" will be in a 31-story building 500 feet high and will occupy

the entire second and third floors. The quarters will be reached not only by the regular elevator service, but by a magnificent marble stairway, leading direct to the Exchange floor. The Exchange Hall will be two stories high with a spacious and commodious Visitors' Gallery along the northern side. It will be finished in marble and stucco and be decorated with suitable mural paintings, and will contain at the western end a stately marble rostrum.

The store-room, grain testing room, inspection and weighing buros and other im-

portant departments will also be on this floor and a large lounging and reading room stocked with the latest books and publications on commerce will be provided.

Up-to-date equipment will be found in the Exchange room, with full stock, grain, provision and other markets quotations and information and telephone and telegraph service.

On the second floor will be the com'te rooms for public or private conferences, accommodations for such buros or departments as require special arrangement and a large assembly hall to accommodate the regular meetings of the Chamber and other gatherings of interest to the members. As a special feature a complete meteorological and river department and library in charge of a representative of the U. S. Government, will be installed with instruments connected with the top of the high building so that local record can be had first hand.

The Chamber of Commerce may well be proud of its new home, which is shown in the engraving herewith.

Exports.

Buckwheat amounting to 180 bus. was exported during the nine months prior to Apr. 1; compared with 193 bus. exported during a corresponding period in 1910-11.

Broom corn valued at \$360,259 was exported during the nine months prior to Apr. 1; compared with no exportations during a similar period in 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

Grain Sorghum Culture Extending.

Improvement of grain sorghums, including broom corn, milo, kafir, durra and kowliang, has made rapid progress during the past few years, according to experts of the Dept. of Agri., who have been making experiments. The Bureau of Plant Industry, under whose direct charge the work has been, announces that they have shown great value as grain and forage crops.

Grain sorghums appear to be best adapted to the central and southwestern portions of the great plains and it is in this region that these crops are looked upon as standard because of the ease and certainty of their production and the value of the grains as food for both man and beast. Some experts declare they surpass both corn and wheat in this latter respect.

High cost of living puzzling. Causes are many. Population past ten years has increased 21 per cent. Crop production increased only two per cent. Cattle and sheep are not raised enough. Overpopulated cities, watered stocks, high tariff, monopolies, increased gold production and general extravagances are all important causes. Other countries are feeling the high cost of living as well as this.—*C. A. King & Co.*

To eliminate evils from future trading in grain is the purpose of a resolution adopted at the recent meeting of the Millers National Federation at Kansas City. The resolution favors the appointment by the president of a com'te of seven to confer with com'ites to be appointed by the grain exchanges of New York, Toledo, Chicago, St. Louis, Kansas City and Milwaukee. By presenting the millers side to the exchanges it is hoped that good may result to both sides.



New Home of the Cincinnati Chamber of Commerce.

WHY THE WEIGHTS VARIED

BY EUGENE S. BLASDEL, GROOM, TEX.

In 1896 my father moved to a country town in north central Iowa, and about in the center of a line of elevators belonging to a Chicago firm, for whom my father traveled. He got to leaving the station more and more in my hands. I weighed the grain, dumped the loads and licked up the blind horses that ran the elevator machinery.

Along in the winter when I was shipping oats to Chicago the cars commenced to fall short. I grew more careful in cooping my cars and in checking what went into each car. I knew I had weighed every load I had paid for and so I blamed it onto the scales and asked for an expert to examine them. But the scales were all right, I was told. I evidently wasted grain around the elevator, or someone was stealing it—times were hard then—or else I did not cooper the cars right. It was a shame to see one so young as I was to have no more respect for such a tried and faithful servant as those scales.

I borrowed the use of a competitor's scales which were handy, and my cars held out. I was told that I was becoming more careful, learning and catching on. But when I explained, they sent an expert up from a scale factory.

After we had brot to light the skeleton of the inner life of that scale we found that it had not led the highly virtuous existence its exterior had led us to believe. Edges which should have been sharp were either blunt or else they had worn places for themselves so that they stuck outside of the centers where they were supposed to rest. Some of the supports had rotted so that the scales did not have the level alignment respectable scales were supposed to have. In short the scales were sentenced to be returned to the factory to be worked over.

I next had a thirty ton hopper scale for the same firm at a large terminal storage elevator. Here we handled oats only and I inspected and weighed them and looked after the elevator. After the house was about half full the office asked me to be very careful about weighing and to send them duplicate weight certificates. Some of the fool shippers up the line could not keep their books straight and were kicking on the weights at my elevator. But I had the best of them. Was I not a Sworn Weigher and Inspector for the Western Railway Weighing Ass'n? Sure I was—and it was up to them to keep quiet and not make so much noise.

This sixty thousand pound scale commanded my respect, and I had always stood in awe of it. I could feed into its maw the largest cars one received then and go around to my little weighing platform and tell within a cent as to how much the shipper had overdrawn on his draft.

However I am too irreverent by nature to stay in awe of anything very long and so I commenced going over the big fellow to see how he did it. There were levers, beams, rods and links enough it seemed to me, to hold the hopper in place forever and to hold and swing the beams as they should be. I found one rod, back out of the way where I never would have found it if I had not been just climbing around. That did not look just right. I soon found that it had broken and no longer served its original purpose. But then there were so many rods that it did not look as tho one rod, more or less, would make any difference. It might make a difference, and so I had the rod welded together by a nearby blacksmith and I put the rod where I thot it belonged. When I ran the next car into the hopper I weighed it and called up the office to find out the invoice weight. I found my weights over-run the invoice a hundred pounds. I tried the next car and our weights nearly agreed. I told the office what I had done and asked for a scale expert to be sent. The scales were examined and found all right. I had found, repaired and properly replaced a break that could easily have remained over-looked.

Later when I was on the road for this same line house I found it was easier to keep the scales right than to be checking up shortages and trying to decide whether or not certain of our buyers were living Dr. Jekyll and Mr. Hyde existences. I would borrow scale weights from a local scale factory twice a year and then talk division superintendents into giving me permits to carry the weights on freight and passenger trains without cost, and would make the rounds testing all of our country scales. I guess I could test them as thoroly as anyone could. They would often test satisfactorily after being leveled, or the dirt gotten out from under the beams, or after pieces of wood, or iron or stone had been removed from where they interfered with some

part. Whenever I could not get a satisfactory test by doing things which I could see needed doing, I sent the scales to the factory.

More for my own reference than anything else I tacked up little cards in the elevator offices showing that the scales had been tested and when. Our buyers soon noticed that there was an advertising value to these cards and they added to the reputation of the firm we represented and I believe drew it business.

My next experience with scales was up near where I now live in the Panhandle. My partner and myself were to weigh a bunch of steers which was what was left of every dollar we had, or could borrow, during the summer and fall before the panic of 1907. This was the first shipment that season to Kansas grass. I asked about the scales and was assured that they were all right and known to be correct.

The day before we made delivery I went ahead and located gates, water, etc., and finally went to look at the scales. I put my horse on and weighed him, and then I weighed him on the two wagon scales which were in town. The wagon scales were forty pounds apart and the railroad stock scales about ninety pounds under the lowest wagon scales.

Two carpenters were sent by the railroad to put a new platform on the scales and get them ready for the cattle shipping season. I got on the good side of the men and persuaded them to level up the scales and put in some new timbers in the frame. I attended to cleaning out under the scales myself. I got the scales to agree with one of the wagon scales on the weight of my horse and as two are a majority I let it go at that. I have often hoped that some one took an interest in the other pair of scales before their reputation was torn to tatters.

I know of country scales which are left to themselves out on the street where they get the street travel and mud and sticks and odds and ends work down under the platform, timbers rot away and loosen their grip on the irons of the scales. Yet you would have trouble on your hands right now with the owner if you suggested that those scales needed inspection. Likewise large hopper and track scales are neglected, or accidently and unnoticed get out of repair, but not perhaps as much as wagon scales, and their reputations are just as blindly defended.

I have been in the grain business in Texas for a year. I have personally weighed practically all of the grain we have shipped from Groom. We have made good all shortages without disputes. I have no complaint to make of the weights we have received at destinations and so when I say that I believe that all scales should be uniformly and competently inspected by SOME-ONE I think that my opinion is based on the summing up of my experience with scales; it might have been based on one or two instances where I had thot I had been robbed.

The steady advance of wheat prices in France since September, 1911, is attributed to a number of reasons, among them, an insufficient stock left over from 1910; a short crop in 1911; the customs duty of 7 francs per 100 kilos, amounting to 37c per bu., on imported wheat; and the fact that the crops in Russia and along the Danube were practically a failure, the uncertainty of expectations in Indian and the late and poor crops in Argentine, together with delays in delivery due to strikes on the railroads.

Exports of breadstuffs from various countries for the year ending June 1, 1912, as reported by the Liverpool Corn Trade News, are: United States and Canada, 167,496,000 bus.; Russia, 72,374,000; Danubian countries, 70,813,000; India, 43,736,000; Argentina, 77,738,000; Australia, 51,900,000; Austria-Hungary, 160,000; Chile and North Africa, 10,293,000 bus., or a total of 494,510,000 bus.; compared with 123,696,000 bus. for Canada and the United States, 207,296,000 for Russia, 84,965,000 for the Danubian countries, 47,064,000 for India, 81,818,000 for Argentina, 53,754,000 for Australia, 536,000 for Austria-Hungary, 7,477,000 for Chile and North Africa, or a total of 606,576,000 bus. exported in the year ending June 1, 1911.

BYE-BYE BIDDING.

(With apologies to nobody.)

To bid or not to bid, That is the question. Whether 'tis not better in the end To let the mad-cap deversh across the way Buy corn and wheat at ruinous prices, or To take up arms against his competition, And by opposing bid for bid, end it. To bid—and by bidding put the other bidder on the toboggan—'Tis a consummation Devoutly to be wished. To bid, to slash, Perchance myself to get it in the neck. Aye—there's the rub; for when one starts The other fellow to outbid 'tis like as not He's up against it good and hard. But to bid is not to end the confusion And the many evils the trade is pestered with; Nay, Nay, Pauline; of sheriff's sales and debts And blanket mortgages such hollow meth-ods smack.

'Tis well to pay the prices grain is worth And not be bluffed into paying what So-and-so will pay today. Besides, these bidding quarrels at once suggest The age-old, whining scooper pest And make us long for rest From such undignified proceedings. It's most unseemly and alone becomes the man Who knows not what terminal market price His corn and wheat will bring him, and who, ere long, By stress of making vain comparison 'Twixt bank account and liabilities, Will make his exit from the business.

A wheat cargo of 89,000 bags, weighing 5,000 metric tons, was unloaded from the British steamer Cape Antibes, May 20, at Vera Cruz, Mexico, from Buenos Aires, being discharged direct into cars for shipment into the interior.

There was so much Talking at the Texas Convention that the Panhandle Delegation took the Wind Route Home.



Panhandle Delegation to Texas Grain Dealers Convention.

From left to right, top row: Allen Early, Amarillo; J. W. Elliott, Plainview; J. H. Beasley, Amarillo; bottom row: Eugene Blasdel, Groom; A. V. Nelson, Claude; J. H. Patton, Texhoma; Tom Connally, Clarendon.

ASSOCIATION SCALE INSPECTION.

[From an Address by W. M. Priddy before Texas Grain Dealers.]

Correct weights are of vital importance to shipper, carriers and receivers. That a very large proportion of country scales are not in condition is proven by the report of the Kansas Grain Dealers Ass'n, which shows from June 20th, 1911, the time they started systematic inspection of scales, up to Nov. 11th, their inspector inspected 264 wagon scales, 95 of which were out of order; he inspected 88 hopper scales, 30 of which were out of condition; 9 track scales, 4 out of condition; 11 automatic scales, 7 out of condition. Most of those out of condition were repaired on the ground by the inspector, thus saving the expense of special trips from distant points, or shipping back to factory for repairs.

The Chicago Board of Trade, realizing the importance of careful supervision of the weighing in that market, not only employs a corps of experts to supervise the weighing and inspect the scales, but has issued a "Shippers' Manual" which fully covers the subject and is well worth reading.

Secy. Graves, of the Memphis Merchants Exchange, recently wrote: "We have an agreement with the Western Railway Weighing Ass'n that we will have every scale examined by an expert once every three months, and any necessary repairs made promptly. This is done by employing a scale expert."

Mr. John Dower, Supt. of the Department of Weights of the Merchants Exchange of St. Louis, advises that they employ regular experts to inspect scales of their members, and adds: "Incidentally, I desire to say that scale inspection—which of course should include testing—if thoroly performed, would be of great value not only to the members of your Ass'n, but to all parties interested in the accuracy of your

weights, and would, of course, result in the saving of those losses which are bound to fall either on the buyer, or the seller, when scales are allowed to get out of condition."

Usual Nature of Troubles: Many of the scales are of cheap makes and the knives are not kept sharp and level. Others are not properly installed, and are soon out of adjustment. The foundations are often neglected, timbers permitted to rot, weights allowed to rust, and are then polished down, thus giving improper results. The country wagon scales frequently vary as much as 200 lbs., and the farmer always insists that the scales showing the heaviest net weights, are the right ones, when often the reverse is true. The grain frequently goes direct from the wagon scales to the car and apparent shortages result causing dissatisfaction between shippers and receivers, and often result in claims on carriers, but the truth is that the farmer has really been paid for more grain than he actually delivered.

Requirements and Duties of Inspectors: First of all, inspectors should be experienced and thoroughly capable to adjust, repair, or build any part of the scale. He should know the proper way to handle grain between scales and cars and be familiar with elevator appliances used in this work. He should know how to use grain testers, and carry for comparison a pair of standard testers. He should also carry sufficient test weights, and if possible to arrange satisfactorily with carriers, he could carry a test car for track scales. He should carry proper tools to make the usual repairs.

The inspector should thoroughly inspect every device used in weighing, or handling grain between the car and scales, taking every precaution to see that all of the grain is accounted for, and that no cleaning devices, or processes, are permitted between the scales and car. He should repair, or adjust scales found out of order, or advise owners as to repairs needed, if of such a nature that he cannot make them while on the ground. He should make a complete

report of each scale examined, showing condition before and after adjustment, leaving a copy of this report with owner and send a copy to the Secretary of our Ass'n. It would be well also, to arrange to furnish local agent of the carriers with a copy of his report. He should keep close watch to detect any irregularities at the various plants and should report to the Secretary any information which might be of value to the members. He should be instructed as to the proper method of cooperating and inspecting equipment to avoid leakage in transit.

Cost: Service of this kind by a competent expert, if secured by an individual, would probably average fully \$10.00 per scale, but if supported and fostered by the membership as a whole, the cost could be reduced to not exceeding: Testing single wagon scale, \$3.50 each; two or more wagon scales, same owner, \$2.50 each; Hopper or Automatic scale, \$3.00; Two or more Hopper scales, same owner, \$2.50 each; Track scales, \$5.00.

Extra labor making necessary repairs, 75c per hour. Drayage to be charged to owner of scales, the prime object being to give the members the best possible service at the smallest possible cost, and that in case the charges as originally inaugurated should prove too much, reduce them so that the income would only be sufficient to pay for the actual expense of maintaining the department.

Results: As the result of such inspection and care, scales would be kept in good condition. We would pay only for what we get, and would get what we paid for. Discrepancies would be reduced, harmony and good will maintained, labor saved, confidence up-held; there would be fewer claims against carriers, and those made would be paid much more promptly. Our stock records and actual stock, would check out closer. The system would be a great step in the direction of a "Square Deal" to buyer, seller, and carrier. All will be helped and none will be hurt by this Ass'n employing an expert scale inspector.



Good Crop Prospects Bro't Out More Dealers Than Usual to the Annual Convention of the Texas Ass'n.

GRAIN DEALERS ARE BAN- queted at Bushnell.

Few entertainments have been devised by hard-headed, unimaginative grain men which surpassed in uniqueness or success the one given by Geo. W. Cole, the broker of Bushnell, Ill., in the I. O. O. F. hall on the night of May 22. More than 40 guests answered the subpoenas calling them to the Court of Good Eating. They were met at the foot of the stairs by Mr. Cole and his young employes, dressed as policemen, who escorted them into the court with great gusto and the hilarity began early and lasted late, all present "assisting" the local orchestra in rendering selections ere the evening had run its course.

Toastmaster H. A. Rumsey, of Chicago, opened the speech-making, following which addresses were made by Jas. H. Spiker, mayor of Bushnell, Lee G. Metcalf, of Illiopolis, on "Buttermilk", S. W. Strong, of Urbana, on "Sweet Milk", Rev. James H. Smith, of Bushnell, on "Buttered Side Down", Charles C. Chain, editor of the Bushnell Democrat, on "Grading Number One", and John R. Camp, editor of the Bushnell Record, on "The Busy Men". The responses to all the toasts were full of wit and were loudly applauded.

Frank M. Bunch, pres. of the Chicago Board of Trade, read a paper. He said in part:

Speculation.

At the outset, let me caution you not to be afraid of the word speculation. It is not a sporadic phenomenon of the grain business, but is met everywhere in life. And I might add that it is a concomitant of progress everywhere. Show me the nation where speculation is absent and I will point you to a country decadent and industrially effete. And, on the other hand, wherever men take chances and, therefore, speculate, you find a high state of prosperity and progress.

All Speculators.—Men often ignore the fact that no great fortune has ever been made except by speculation. John Jacob Astor when he backed his judgment by his savings and invested in New York real estate, Jim Hill when he joined his destiny to the North and West when others could see only blighted crops and grasshoppers, and every man or group of men who build railroads and great buildings often far in advance of apparent present needs, are all speculators. Moreover, the farmer who holds his grain for higher prices, the man who buys a farm or other real estate here or in Texas or the Northwest, not to occupy but simply because in his judgment it is a good investment, the coal dealer who contracts in July to deliver our annual supply of coal for a whole year in advance—are all doing identically what the man is doing who is buying or selling wheat, corn, or oats for future delivery.

Boards of Trade are not specially created to afford an inducement to speculation in grain. They represent a slow evolution of industrial methods which have arisen, step by step, to meet the demands of the business. It was only when the volume of trading became so tremendous incident upon America becoming the granary of the world, that the system of buying and selling for future delivery arose. And so long as the problem of merchandising these world products is with us, just so long will these methods struggle for existence.

It has always seemed to me that no class of men were so vitally interested in the maintenance of our present exchanges as the farmers and those who handle their products in the primary stages. The exchanges of this country are primarily the producer's exchange, whereas those abroad are the consumers' exchange. And yet public opinion in this country would seem bent upon destroying the market of the producer here while leaving the market of the consumer abroad in full possession of the field. The farmer wants, first of all, a constant and accessible market for his products. Moreover he does not want to get such a price as is represented by the supply and demand in this particular country, but he wants his market to be based upon world conditions of supply and demand. Moreover, he wants a broad, open, competitive public market, the ruling prices of which are not made by a half dozen

different gentlemen around the dinner table of a fashionable club, but by thousands and hundreds of thousands of buyers and sellers thruout the world and which prices are published and accessible to all.

No one can doubt that it is possible to destroy our exchange. But, before starting to do so, the farmer should clearly understand that he is killing the only agency which stands between him and a monopoly which today is in control of every agricultural product, with a few minor exceptions, except those products traded in upon our exchanges. Just look at the tobacco industry. Less than a quarter of a century ago, when tobacco exchanges existed thruout the tobacco producing area, producers and merchants were prosperous and the prices to consumers were reasonable. But along came the trust, which destroyed the exchanges, and you all know the results. Let me tell you, gentlemen, that many of the large grain interests at this very moment are in no way concerned whether the present legislation is enacted or not and they frankly say so. They know that with the destruction of the broad, competitive market afforded by the exchanges, a rich harvest will be open to them and you and I know that the farmer will not share in the harvest.

Speculator Necessary to Hedging.—You say, however, that the "Hedge" is all right, but the objection arises chiefly from the fact that men buy and sell grain who never own or intend to possess such grain. This is not a fact, but even tho it were, let me ask you why it is that through every minute and even second of three hundred business days it is possible for every farmer, grain dealer, and miller to sell or buy his product long in advance of actual delivery. Who maintains such a constant market? Obviously it is the pure and simple speculator. Destroy him and you would have plenty of people who desire to hedge by selling for future delivery, but no one to take the other side of the transaction. The speculator is the balance wheel of the market and without him no such market would exist. Is it not better that he with his large financial resources and well equipped intelligence should carry the risks incident to the business rather than those who are not thus qualified?

The Exchanges need your support because they are fundamentally and economically sound and wholesome. And I am sure that the day is not far distant in this country when they shall be as stable, respected and widely recognized as necessary as they are in foreign countries and as banks and other industrial organizations are in this country.

Whoever hatched the menu must be a genius. Among the prominent items was "The Game", which was defined as "Do others before they get a chance to do you, and do it fast", "dead beats" and "corn plasters" were popular vegetables, not to mention such entrees as "gasoline" and "grease".

The decorations, also, went far to cover the affair with glory. The color scheme was yellow with a touch of pink, the table being arranged in the form of a hollow square, with three clusters of decorations composed of tiny red electric lights, flowers, wheat heads and grains of corn. Other decorations, including young women employes dressed as red cross nurses, catchy little signs on the walls and festoons of flowers everywhere, added to the occasion. On leaving each guest found in his hat a card, which read "You d—n fool this ain't your h-a-t!"

Solhvete (sun wheat) is a new winter variety tested by the Svalof Exp. Sta., of Sweden, and yielding 68 bus. per acre.

Receipts of wheat at the leading primary markets in the 49 weeks prior to June 1, as compiled by the *Cincinnati Price Current* aggregated 217,388,000 bus., compared with 214,130,000 bus. received in the corresponding period of the preceding season.

The world's greatest prize for wheat will be offered for the best five bushels of wheat raised in the American northwest which is brot to the Northwestern Products Exposition to be held at Minneapolis Nov. 13-23. The amount of the prize is \$5,000, represented by farming machinery.

PROGRAM COUNCIL OF EX- changes.

The mid-summer meeting of the Council of Grain Exchanges will be held at Cedar Point, O., June 17-18, with headquarters at the Breakers Hotel. The first session will be held on the morning of the 17th at 10:30 a. m.

An address will be delivered by Pres. J. C. F. Merrill, of Chicago, following which will be heard the reports of the sec'y and treas. Com'ite reports will then be rendered as follows: Bills of Lading, Chas. England; Uniform Rules, Henry L. Goemann; Uniform Grades, E. H. Culver; Publicity, J. C. F. Merrill; Finances, T. E. Cunningham.

On the afternoon of the opening day the Crop Improvement Com'ite, represented by J. C. Murray and Bert Ball, will hold sway.

Tuesday morning C. A. Magnuson, of Minneapolis, Minn., will deliver an address on "Protection and Fairness of Grain Exchanges," and F. O. Paddock, of Toledo, will talk on "Trade Rules Ancient and Modern."

Miscellaneous subjects discussed will be "Amendment of Pure Food and Drugs Act", "Uniform Market Statistics", "National Legislation", "Contract Grades of Grain", "United States Standardization of Grain Grades", "Manipulation of Grain Markets", "Uniform Trade Rules", "Individual Crop Reports".

Two resolutions will be submitted, one by the directors of the Illinois Grain Dealers Ass'n, as follows:

Resolved, that the practice of charging interest on drafts drawn on grain bought f. o. b. shippers track, is unjustifiable and unbusinesslike; that interest charged against drafts drawn on consigned grain should cease when grain is inspected. The practice of charging interest one day after unloading is unfair to the shipper and leads to abuses; that all markets be requested to adopt uniform methods of certification in reporting the physical condition of cars, grain laden, on arrival, and also the seal records.

The other resolution comes from the Federation of National and State Grain Ass'n Secretaries, and is as follows:

Whereas, great advances have been made throughout the grain trade in the past few years in regard to uniformity in many particulars, and whereas, each and every terminal market throughout the country practically handle their grain business in a similar manner; therefore be it resolved, that the representatives of the shippers' association in attendance at this meeting held in the Hotel La Salle, Chicago, May 21st, 1912, respectfully request that the Council of Grain Exchanges use its influence to standardize certificates issued by the various exchanges, members of the Council, to wit: certificates of inspection, certificates of weight and certificates of car condition; that said certificates may be of uniform size, form and verbiage with an individual color scheme for each market.

The remainder of the meeting will be devoted to social pleasure.

The agricultural appropriation bill has passed the Senate, where it was given a \$1,000,000 increase over the \$17,000,000 carried by the House bill.

After a perusal of the contents of a copy which reached my desk I conclude that the Grain Dealers Journal is of much assistance in a grain man's office. —W. S. Holmes, agt. Vollmer-Clearwater Co., Greer, Ida.

A special car for the western delegates to the midsummer meeting of the Council of Grain Exchanges at Cedar Point, O., June 17-18, will be run from Chicago to Sandusky, O., leaving Chicago Sunday evening, June 16. Arrangements have been made for the 15-minute quotations on corn, wheat and oats during the convention.

NEW ELEVATOR FOR SHAM- rock, Tex.

The entire Southwest is wreathed in smiles over the brilliant prospects for a large crop, and while many grain dealers are postponing their improvements until the crop is harvested, the more venture-some spirits are going right ahead as tho the crop was already in the bins and providing facilities for taking care of it. Like the seven wise virgins they will be ready, and the others will all run their legs off for the much needed supplies, which machinery men cannot ship on three minutes notice. The contract for the compact, conveniently arranged studded elevator illustrated herewith was let May 25th to the P. H. Pelkey Construction Co. Four days later work was begun.

The basement will be very small, but all bins will extend down below grade, and be hoppers with a heavy concrete bottom. Two legs will be used in elevating grain from the large sinks under the wagon dump, which will be installed in driveway thru lean-to. The legs will be equipped with 8x5 inch buckets. A safety man-lift will afford easy communication to the cupola.

In the work room on first floor is a Eureka Scourer and Cleaner, with an oat clipper above it. On first floor of cupola is a Richardson Automatic Scale of 750 bus. capacity per hour, which can receive grain from either of the two turnheads in story above. From it grain can be spouted thru 8-inch well casing direct to cars.

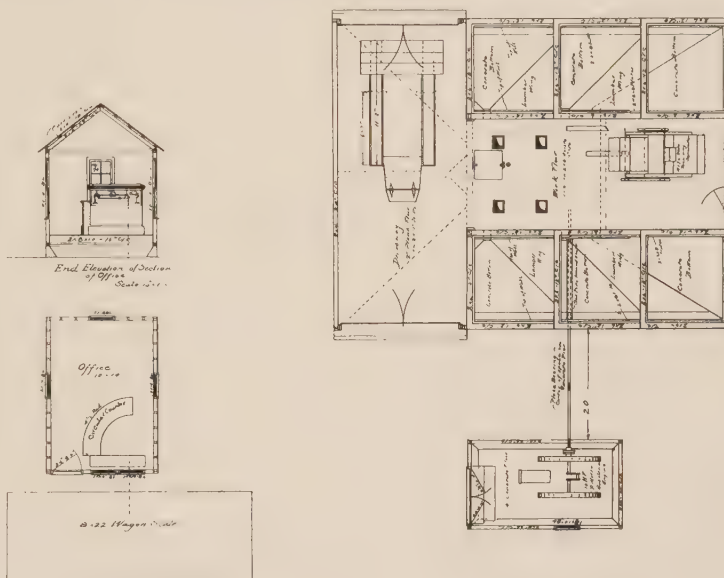
Power will be supplied by a 15 h. p. Fairbanks-Morse Gasoline Engine in frame power house 20 ft. from elevator, power being transmitted by a 1 15/16 in. shaft, with friction clutches for cutting out the rope drive to elevator head, or the machines on first floor.

The office some distance away will not be large, but compact and conveniently arranged for owners and customers. The 8x22 ft. wagon scale unfortunately is not under cover. The office, like the elevator, will have a corrugated iron roof. Mr. W. A. Rose is indeed fortunate to obtain so convenient and complete an elevator for \$4,600.

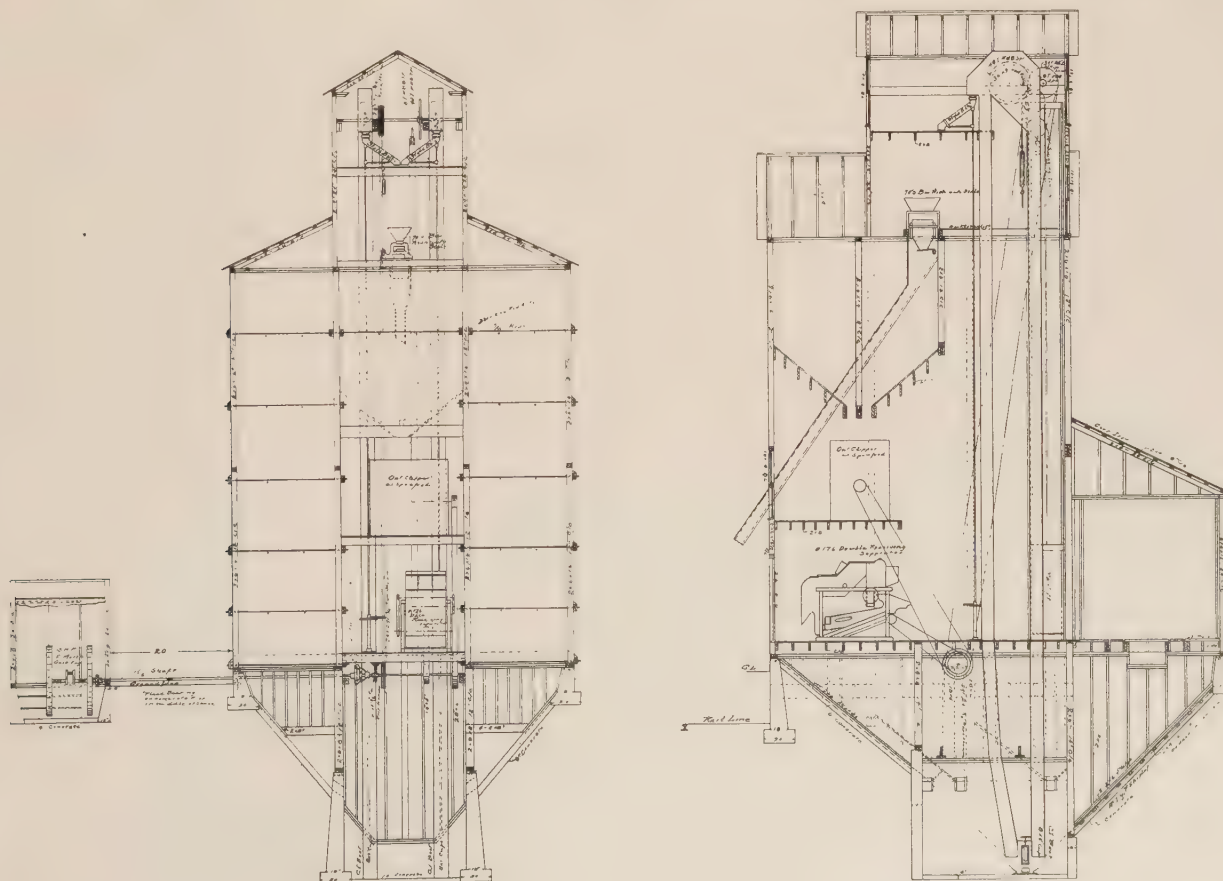
That the Canadian Government will not operate any terminal elevators, but will establish sample markets at Winnipeg and Fort William is the announcement made by the Federal government thru Hon. Geo. E. Foster, minister of

trade. It is believed this will remove the farmers' grievances. The sample markets will open in September of next year.

A bushel of corn has a greater feed value than a bushel of kafir corn, but an acre of kafir corn has a much greater feed value than an acre of corn. In Eastern Kansas and Eastern Oklahoma an acre of kafir corn will average a yield of grain sufficient to produce 40 pounds more pork than an acre of corn. In the central part of these states, the difference in favor of kafir corn is greater, and still farther west kafir corn will often yield 25 bushels an acre in years in which corn is a total failure.



Ground Plan Elevator and Office of W. A. Rose, Shamrock, Tex.



12,000-Bushel Elevator Being Erected for W. A. Rose at Shamrock, Tex.

Seeds

Meadow conditions in Michigan June 1 are given as 89% against 83% a year ago, in the report of Frederick C. Martindale, sec'y of state.

On account of the small stock of hay in farmers hands our conclusion is that considerable seed of millet, cane, and cow peas will have to be used.—Noble Bros., Gibson City, Ill.

The condition of clover in Wisconsin May 15 was 84%; timothy 88% and alfalfa 82%. Clover acreage 94% and timothy 96%.—J. C. McKenzie, sec'y of Wis. State Board of Agri.

Wm. Baugher, of the Leesburg Grain & Mfg. Co., Leesburg, Ind., reports that clover sown last spring has a fine stand, but that about 20% of the old clover was frozen out during the winter.

The Albert Dickinson Co., Chicago, has purchased an excellent warehouse site of nearly 50 acres, with canal and railroad facilities, in the southwestern section of the city, at a cost of \$200,000.

Minneapolis received 570,920 bus. of flaxseed and shipped 139,040 bus. during May; compared with 118,270 bus. received and 73,420 bus., shipped in May 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

Collins & Redmon of North Middleton, Ky. report the largest purchase of bluegrass seed recorded so far this season. They have closed a deal for the seed privileges on 1,685 acres of land, at an aggregate price of \$10,650.

From Sept. 1, 1911, to Apr. 20, 1912, 10,101 samples were received at the government seed testing laboratory, Ottawa, Ont., for germination test, an increase of 75 per cent over the number received during the same period of the preceding season.

Kansas City received during May 150,893 bus. of kafir corn and shipped 143,750 bus.; compared with 71,429 bus. received and 64,286 bus. shipped in May 1911. No flaxseed was received or shipped during the month in either year.—E. D. Bigelow, sec'y Board of Trade.

The condition of clover in Missouri June 1 was 79, stand of new crop 90; timothy 85, stand of new crop 87; and alfalfa 94. Overflows have reduced acreage and made planting late. Flax acreage is placed at 82%. Pastures are generally good, being placed at 92% for the state.—T. C. Wilson, sec'y of Missouri State Board of Agri.

Toledo received during May 710 bags of clover seed, 80 bags of alsike and 595 bags of timothy seed; compared with 340 bags of clover seed and no timothy or alsike received in May, 1911. Seed shipments for the month included 862 bags of clover seed; compared with 1,240 bags shipped in May 1911. No timothy or alsike were shipped during the month in either year.—A. Gassaway, Sec'y.

New York, N. Y.—European fields show a less promising stand for all varieties of clover, including alfalfa, which is due to last year's drought. Even with favorable weather the outlook for a good crop is hopeless. On account of the great demand for feeding stuffs most of the clover fields will be cut to hay instead of being reserved for seed as usual. In the Austrian districts a fair crop is ex-

pected, but in some sections there will be no seed at all.—Loewith, Larsen & Co.

Milwaukee received during May 4,800 lbs. of timothy seed, 67,270 lbs. of clover seed and 36,200 bus. of flaxseed; compared with 6,110 lbs. of timothy seed, 53,720 lbs. of clover seed and no flaxseed received in May 1911. Seed shipments for the month included 30,015 lbs. of clover seed, 3,830 bus. of flaxseed and no timothy seed; compared with no shipments of seed during May 1911.—H. A. Plumb, sec'y Chamber of Commerce.

J. E. Northrup of Minneapolis, Minn., pres. of Northrup, King and Co. one of the oldest and best known seed houses of the northwest, has retired from active management of the business on account of ill health after 28 years of service. He will retain the presidency of the company but C. C. Massie will be manager of the corporation, Preston King, who was connected with Mr. Northrup in establishing the business in 1884, becoming vice-president and treasurer.

Over 1,200 farmers are now co-operating with me in testing these hardy new Siberian alfalfa plants; and I am getting many fine reports showing remarkable resistance to the extreme drought of last year, when no crops were raised, and the plants are coming in fine shape this spring. The common alfalfa is acknowledged generally to be a failure on high, dry uplands in the western part of the State, and this upland region in our prairie northwest is the country I hope to cover with these new alfalfa plants.—Professor N. E. Hansen, Brookings, S. D.

The cow pea, a tropical plant, has been acclimated to the short season of hot weather in Missouri and because of its rapid growth covers the soil and over-shadows and outgrows the useless plants and weeds, sounding the death knell of pursley, amaranth, ragweed, mallow, vervain, iron weed, jimson and stramonium. In some parts of the state the cow peas are sown on stubblefields after the small grain has been harvested and is often more valuable than the wheat which it follows. The planter should not be too forward in planting the peas, as a warm soil is necessary and August 1 is not too late.—Chas. E. Prunty.

Excavations are being made for the new concrete seed warehouse which S. G. Courteen will erect adjacent to the C. M. & St. P. tracks at Milwaukee, Wis. The eight story building will be triangular in shape, having a frontage of 150 ft. while the rear end will be only 12½ ft, the long side of the structure measuring 330 ft. There will be a convenient alley driveway and up-to-date machinery for cleaning seeds will be installed. The tank capacity will be 100,000 bus. The building which when completed will be one of the largest and best equipped wholesale seed establishments in this country, will cost \$180,000 and is to be ready for occupancy by January 1, 1913. The Barnett & Record Co. has the contract.

Toronto, Ont.—Clover was handicapped by the hot and dry weather last summer and met the winter with a rather thin stand. The alternate wet and icy conditions prevailing during the early part of April told heavily against clover, especially on low lands, and many fields are spotted. Considerable trouble was experienced with heaving, but where well rolled it soon recovered. Reports from all localities have been "poor to good," but the more recent reports have been the most encouraging.—Ontario Dept. of Agri.

Baltimore received 3,773 bus. of clover and timothy seed during May, compared with 677 bus. of timothy seed received in May 1911. No shipments of seed were made in May of either year.—Jas. B. Hessong sec'y Chamber of Commerce.

Cincinnati received during May 133 bus. of flaxseed, 534 bags of clover seed, 878 bags of timothy seed and 7,246 bags of other grass seeds. Seed shipments for the month included 38 bus. of flaxseed, 1,754 bags of clover seed, 2,024 bags of timothy seed and 6,200 bags of other grass seeds.—W. C. Culkins, supt. Chamber of Commerce.

The Northern Seed Co. has been incorporated at Cass Lake, Minn. with a capital stock of \$50,000 by N. E. Jondahl, A. J. Hole, Chris Burns, Henry Mullen, P. M. Larsen, A. J. Swanberg, L. B. Galbraith, M. J. Sitzler, and W. E. La-Fountain, all of Cass Lake. The corporation has been formed for the purpose of raising and improving seeds, produce and livestock and is negotiating for lands for a seed farm in that vicinity.

Chicago received during the week ending June 8, 63,100 lbs. of timothy seed, 65,200 lbs. of clover seed, 87,400 lbs. of other grass seeds, and 23,300 bus. of flaxseed; compared with 48,300 lbs. of timothy seed, 122,400 lbs. of clover seed, 6,600 lbs. of other grass-seeds and 11,000 bus. of flaxseed received in the corresponding week of 1911. Shipments for the week included 40,000 lbs. of timothy seeds, no clover seed, 522,100 lbs. of other grass seeds, and 8,400 bus. of flaxseed; compared with no timothy seed, 16,500 lbs. of clover seed, 28,300 lbs. of other grass seeds and 6,200 bus. of flaxseed shipped during the corresponding week of 1911.

From the Seed Trade.

Syracuse, N. Y.: I have sold fully as much seed this year as last and would say that the demand generally has been good.—F. H. Ebeling.

St. Joseph, Mo.: We understand considerable red clover was carried over with the close of the recent season and also considerable timothy in some quarters.—Mitchellhill Bros.

Fremont, Neb.: The seed crop was small last season on account of the dry weather, many of the timothy and clover fields being badly damaged and very little surplus seed if any, reserved. We believe this will apply to most sections of Nebraska in general. We do not know if there has been any extensive seeding this spring or not, but think it is doubtful on account of the high price of seed.—Western Seed & Irrigation Co.

Fargo, N. D.: The demand for grass seeds this spring has been much lighter than a year ago. This would indicate that the acreage seeded to grass in this territory is much less. Our farmers have not succeeded in getting a catch of either timothy or clover for two years past and they are afraid to seed any grain this year at the abnormally high prices prevailing.—Fargo Seed House.

Richmond, Va.—During the past spring we have had an increased demand in our section for all varieties of grass and clover seeds, farmers evidently endeavoring to sow as much as possible, owing to shortage and high values of hay crops. The late demand for sorghums, millets, and cow peas is not as heavy as expected, because the farmers are putting all the land possible in corn and tobacco. Grass and hay crops are looking well, and we

think that farmers, in spite of the late season, have gotten in a full crop of corn. The Leap's Prolific, a hardy winter wheat, which originated in this section eight or ten years ago, seems to show up far superior to any of the other smooth-head varieties, and we understand the same is true in Kentucky, Maryland and West Virginia, into which states it has been introduced from Virginia.—T. W. Wood & Sons.

Portsmouth, R. I.—The spring seeding demand was very light this year, owing to the wet condition of the ground. Compared with a year ago not more than 70% was sown. Seed was scarce and high and this caused some farmers to sow oats without seeding. Some will sow rye in the fall. I look for a short crop of all seeds here this year owing to dry weather last season.—Henry C. Anthony.

Columbus, O.—Never in the history of our business has the demand for seed corn been so strong and never has good seed been so scarce. Corn in Ohio taken as a whole, will not show above 20% germination, and we give it as an opinion that many fields this year will show poor stands and correspondingly poor yields. The demand for oats has been very heavy and the present prospect never better. Owing to the lateness of the season and the scarcity of corn the demand for catch crop seeds, such as millet, Hungarian, cane and buckwheat has been unusually heavy. The past two weeks of bright, sunny weather have very materially helped the farmer in getting in his crops and work of this character is fast drawing to a close. The acreage in timothy is not as heavy as under normal conditions, owing to the high price of seed. Those

who did sow, however, are reporting meadows in fine condition and prospect good. Common red clover and alsike will be a short crop thru central Ohio. Many fields of alfalfa have been badly damaged by the extreme cold winter, but demand would indicate planters are not discouraged. Blue grass is looking well and bids fair to make an excellent crop.—The Livingston Seed Co.

All Steel Belt Elevator.

Where machinery is running at all times in the upper stories of a mill building or in the cupola of an elevator a power-driven passenger lift in the simple form of the endless belt elevator becomes the most practicable and economical method of transit. Where employees are often compelled to go from one floor to another it will be found to be a great convenience.

As shown in the engraving herewith one of the most up-to-date elevators consists of a heavy endless belt to which are fastened steps at proper intervals large enough to carry a man. This belt runs over heavy pulleys at the top and bottom of the elevator building or mill, and is guided by means of a substantial steel frame connecting the head and boot pulleys. At convenient distances above the steps handles are provided for hand holds.

Each tread has an independent bracket support and rollers. The two bracket supports are hinged at the center, allowing a sufficient movement to compensate for the changed position of bearing rolls when passing around the pulleys. This is an exceptionally good improvement, since the steps do not have to tip which causes that disagreeable jarring motion when passing over the head pulley. This gives the belt longer life as the wear is distributed at four points instead of two.

The corner posts are of 3-inch channel steel, forming a grooved track in which the step rollers are guided, eliminating any tendency to sway inward. The elevator is driven from the top pulley by means of worm and gear and therefore can not run away or backward. The worm and gear run in oil and are completely inclosed in a housing.

The elevator runs at a moderate speed whenever the elevator is in operation and anyone can step on or off without difficulty. Persons can be ascending and descending at the same time, as one side is always going up while the other is going down. The ascending and descending stations are entirely separate so no confusion results. As the steps are usually placed about 20 feet apart there is not much time lost in waiting for the elevator and consequently the device is a great time saver.

The machine can be stopped at any time by persons on the ascending or descending sides by pulling on either of two ropes which run from top to bottom of the elevator and which shift the driving belt to the loose pulley. The elevator requires very little power to run, a 5" belt being all that is necessary. It operates itself and is always ready for use. Additional particulars will be furnished readers of the Journal on application to the manufacturers, Barnard & Leas Mfg. Co.

The plant of the Corn Products Refining Co. at Edgewater, N. J., has been closed down on account of a strike for higher wages, less work and shorter hours by the 650 employees. The plants of the company at Davenport, Ia., and Waukegan, Ill., have been put in operation to make up for the loss in productions sustained by the closing of the New Jersey branch.

FARMER ELEVATOR MANAGERS TO MEET.

The first annual convention of the National Ass'n of Managers of Farmers Elevtr. Co.'s will be held in Minneapolis, Minn., June 19-21, in the Municipal Bldg., with headquarters at the Hotel Rogers. Every indication points to a heavy attendance at this initial assemblage. The program is a strong one, containing addresses on vital subjects by men ripe in experience which are bound to prove of deepest interest to every manager who attends. The fundamental idea of the meeting is that managers come prepared to give ideas as well as to receive them and it is desired that nobody present be backward when it comes to the open discussions.

Addresses will be made as follows: "The Value of Grain Exchanges to the Farmer Elevtr. Co.'s," John G. McHugh, sec'y Chamber of Commerce, Minneapolis.

"Why Farmer Grain Dealers Shud Help Educate the Managers and How They Can Help," S. W. Unkenholz, sec'y the Farmers Grain Dealers Ass'n of North Dakota.

"Modern Methods of Grain Cleaning and Value to the Farmers Elevtr.," T. O. Helgeson, St. Paul, Minn.

"The Relation of a Mgr. to Officers and Stockholders of his Co.," Frank T. Wilson, sec'y Stillwater Equity Market Co., Stillwater, Minn.

"Mutual Fire Insurance as it Relates to Farmers Elevtr. Co.'s," J. J. Fitzgerald, Sioux Falls, S. D.

"How To Collect Freight Claims," J. A. Connolly, Minneapolis, Minn.

"Why Efficient Management and Proper Rating Profits are Hand Maidens in a Co-operative Co.," C. Vincent, Omaha, Neb.

"The Value of Good Roads to the Farmers Grain Dealers at Country Stations," Geo. M. Palmer, Mankato, Minn.

"Why Grain Shud Be Bot on Grade and Not Just as Grain," E. C. Bergfield, mgr., George, Ia.

"Moisture Testing as a Factor to Ascertain the Proper Grade," Edward Burg, mgr., Jasper, Minn.

"Why All Contracts For Future Delivery of Grain Shud Be In Writing," Robt. W. Leech, mgr., Colfax, Ill.

"A Little Talk on Bs/L and Kindred Subjects," W. M. Bell, Milwaukee, Wis.

"The Movement Toward a Single Uniform Variety and Grade of Each Grain," Bert Ball, sec'y Crop Improvement Com'ite, Chicago.

Some of the addresses will be in the nature of discussions with invitations for interrogation by the speakers.

P. P. Quist, Minneapolis, Minn., will talk on "How the State of Minnesota Weighs Grain."

F. W. Eva, Minneapolis, will talk on "How the State of Minnesota Inspects Grain."

Discussion will be led by A. A. Hauge, mgr., Dimmock, S. D., on "Is Buying Grain on a Wide Margin and Paying Large Dividends a Surer Proof of Success Than Buying Grain on a Narrow Margin and Paying No Dividends?"

W. B. Essick, Manley, Neb., will lead the discussion on "Abuses at Terminal Markets Detrimental to the Shippers' Interests."

Friday afternoon the convention will be concluded by a sight-seeing excursion under the auspices of the Minneapolis Chamber of Commerce.

The Grain Dealers Journal is a great help to elevtr. managers.—C. F. Ernst, mgr. Johnson Grain Co., Johnson, Neb.



All Steel Belt Elevator.

Grain Trade News

ARKANSAS.

Figgott, Ark.—The Clay County Mill & Elevator Co. has placed its order with the B. S. Constant Co. for a water-tight elevator boot and a B. S. C. Chain Drag and Conveyor with double drive, for the purpose of handling both ear corn and shelled grain in the same dump.

CANADA.

Winnipeg, Man.—The Canada Malting Co. is enlarging its elevator.

Hargrave, Man.—I am going out of the grain business.—R. A. Knight.

Regina, Sask.—The Regina Farmers Elevator Co. has gone out of business.

Montreal, Que.—C. R. Taylor, a grain dealer who had a large export trade in oats, died suddenly May 22.

Winnipeg, Man.—W. L. Parrish has been elected chairman of the grain and milling section of the Board of Trade.

Mortlach, Sask.—I am now located here.—R. I. Parsons, formerly agt. for Page & Co., Niles sta., Leeds, p. o., N. D.

Calgary, Alta.—The Calgary Malting Co. has let contract to the Canadian Stewart Co. for the erection of a 500,000-bu. elevator.

Goderich, Ont.—The Goderich Elevator & Transit Co. will build an addition to its elevator, which will give a total capacity of 2,000,000 bus.

Brandon, Man.—Contract will be let by the Maple Leaf Mfg. Co., Ltd., for one large elevator to take the place of the two which burned recently.

Cardston, Alta.—Farmers have organized an elevator company, with J. N. Tanner, pres.; Wm. McCurdy, vice-pres., and Frank McTye, sec'y-treas.

Brandon, Man.—The Maple Leaf Mfg. Co. has let contract to the Geo. H. Archibald Co. for the erection of a 120,000-bu. elevator to replace the two which burned recently.

Melville, Sask.—The Dominion Mfg. Co. will build two elevators, following the granting of a bonus of \$2,000 by the town, a free site and exemption from taxes for 10 years.

Fort William, Ont.—The Edwardsburg Starch Co. has let contract to the Canadian Stewart Co. for the erection of a starch and glucose plant, which will be modern and strictly fireproof.

Montreal, Que.—The firm of Thompson & Earle, grain brokers, has been dissolved by mutual consent, A. G. Thompson retiring after 40 years and leaving the business to P. B. Earle, who will continue.

Fort William, Ont.—The Grain Growers Co., of Winnipeg, has completed the purchase of Elevator B from the C. P. Ry. The elevator has 2,000,000-bu. storage capacity and a cleaning capacity of 32,000 bu. per hour.

Millwood, Man.—The elevator and mill of the Big Four Mfg. Co., of Sheldon, Ia., was washed away by a flood of the Assiniboine river May 22, with a loss of \$50,000. The property, which formerly belonged to the Cartwright Mfg. Co., was purchased by the Iowa concern only a few days before the disaster. The plant will be rebuilt.

Medicine Hat, Alta.—The Ogilvie Mfg. Co. has let contract to James S. Stewart & Co. for the erection of an elevator, mill bldg., warehouse and power house. The entire plant will have a capacity of 600,000 bus. and will include 16 concrete storage tanks. The mill will be built of brick with a concrete skeleton while the warehouse will be constructed of both wood and brick. Natural gas will be used for fuel and the motive power will be steam.

Ottawa, Ont.—Members of the recently appointed grain commission will hold a conference with Hon. George E. Foster, minister of trade and commerce, at which the provisions of the new grain act will be reviewed. A general policy for handling this year's grain will be formulated and means taken to prevent a repetition of last year's blockade.

Vancouver, B. C.—The recently organized Vancouver Grain Exchange held its first meeting a few days ago. J. E. Hall, of the Vancouver Grain & Mfg. Co., declared that he expected a reduction of 25c in freight rates as soon as the other transcontinental lines were completed and Charles Meek spoke on the necessity of getting the government to co-operate in establishing adequate dock facilities.

COLORADO.

Colorado Springs, Colo.—The Colorado Grain Dealers Ass'n will hold its annual meeting June 13-14 here. Thursday the 13th will be devoted to the business of the Ass'n, with a dinner in the evening at the Broadmoor Casino, to which all visitors are invited, while Friday the 14th will be devoted entirely to pleasure, with trips to some of the scenic wonders which have made the locality world-famous. Dealers intending to be present should notify Geo. E. Ady, chairman of the entertainment committee, at 411 Chamber of Commerce Bldg., Denver, Colo.

IDAHO.

Blackfoot, Ida.—The Blackfoot Farmers Mfg. Co. will erect a 40,000-bu. elevator.

Cambridge, Ida.—The Cambridge Mfg. & Elevator Co. will install a Hall Special Elevator Leg.

Jerome, Ida.—I have succeeded Robt. L. Pence as mgr. for the Jerome Mfg. & Elevator Co., taking charge May 1.—C. C. Whipple, formerly with the Barr Grain Co. at Plainfield, Ill.

Lewiston, Ida.—More binding contracts will be made between producers and buyers of barley this year, owing to the unusual situation which developed from the wholesale contract-jumping last year caused by a rise in price from \$1.00 per hundred lbs., the average contract price, to \$1.50 at delivery time. Many of the farmers charged that the buyers were too familiar with market conditions and refused to make delivery at the contract price. As a result, suits are still pending in the courts, some of them involving amounts as high as \$100,000. Farmers give every indication this year of holding barley until they see the trend of the market.

ILLINOIS.

Taylor Ridge, Ill.—The Farmers Elevator Co. will build an elevator.

Rapatee, Ill.—G. P. Dikeman is putting a new roof on his elevator.

Macon, Ill.—J. W. Bradbury & Co. have succeeded J. F. Van Gundy.

Pierson, Ill.—Horton Bros., of Garrett, have bot the elevator of J. E. Collins.

Middlegrove, Ill.—I will make some repairs on my elevator.—Wm. G. Courtney.

Eylar, Ill.—The Farmers Grain Co. is covering its elevator with galvanized iron.

Staunton, Ill.—Farmers are talking of erecting an elevator. H. T. Smith is interested.

Milmine, Ill.—O. N. East, of Cerro Gordo and Lane, bot the elevator of Baker & Felger and took possession June 1.—Hamman Bros.

Manlius, Ill.—The Manlius Grain & Coal Co. has installed a Hall Signaling Grain Distributor.

Kappa, Ill.—Improvements on the elevator of Summers Bros. by the B. S. Constant Co. have been completed.

Tampico, Ill.—The Tampico Farmers Elevator Co. bot the elevator of E. C. Boyer and appointed Roy Nelson mgr.

Joliet, Ill.—The new elevator of the Joliet Grain Co. is completed and grain is already arriving in large quantities.

Mazon, Ill.—T. E. Kelly has installed a 5-h. p. electric motor in his elevator, and is giving his machinery a general overhauling.

Towanda, Ill.—The elevator of J. W. Probasco caught fire May 24, but the blaze was extinguished before any damage was done.

Mendota, Ill.—The Farmers Elevator & Supply Co. has substituted electric motors for gasoline engine power in its elevator.—Agt. Neola Elevator Co.

Champaign, Ill.—Dryer & Burt will install a blast fan in their elevator, for use in forcing cold air up thru bins to cool and dry grain.—C. A. Dryer.

Buckhart, Ill.—The Buckhart Farmers Grain Co. let contract to Geo. W. Reed May 24 for the erection of an addition to its elevator.—H. C. Ratz, mgr.

Virden, Ill.—The Virden Grain Co. is building an elevator, which will be equipped with modern machinery and appliances.—Agt. Duncan Bros., Modesto.

Somonauk, Ill.—The foundation is being laid for the 16x22 ft. addition to the elevator of the Farmers Elevator Co., which will include an office and directors' meeting room.

Virden, Ill.—Arthur Harris has become mgr. for the Virden Grain Co., resigning the position which he held for six years as mgr. for the P. K. Wilson Elevator Co. at Clinton, Ill.

Jamaica, Ill.—Under cover of the hullabaloo caused by a charivari on a new married couple robbers entered the office of the elevator of R. T. Barton and got away with a small sum of cash.

Mt. Carmel, Ill.—We are just completing a steamboat, two barges and two derrick boats to be used in handling grain off the Wabash and White rivers. Cost, \$12,000.—Mt. Carmel Elevator Co.

Lewistown, Ill.—Bader & Co. are moving their elevator some distance away from the C. B. & Q. crossing in order to lessen the chances for accidents caused by the hidden approach of fast trains.

Winchester, Ill.—Work is being pushed on the iron-clad, modern elevator, being erected by the Winchester Farmers Elevator & Merc. Co., which will be 36x36x80 ft. high, including all, with a capacity of 45,000 bus.

Maizetown, Ill.—We are placing machinery in our warehouse and installing a Western Sheller and Cleaner. We shall operate by steam and expect to have an up-to-date elevator when completed.—Sidell Grain & Elevator Co.

Kasbeer, Ill.—Remodeling has been started on the elevator of the Farmers Elevator Co., recently leased from Dole & Co. A 12-h. p. engine will be installed, the scales and office moved and better machinery for elevating put in place.

Ivesdale, Ill.—The H. I. Baldwin Grain Co., which is erecting an elevator, contemplates the installation of a blast fan for the purpose of forcing cold air up thru bins to cool and dry grain.—C. A. Dryer, of Dryer & Burt, Champaign.

Atwood, Ill.—Horton Bros., of Garrett, have bot the elevator of J. E. Collins on the C. H. & D. Mr. Collins has leased his elevator at Garrett to E. S. Collins and S. C. Rich, who will conduct the business under the firm name of Collins & Rich.

The validity of the workmen's compensation act, which became effective May 1, will be passed upon by the Illinois Supreme Court, following numerous questions which have been raised. The test is made by agreement and is entirely friendly.

Arcola, Ill.—J. M. Ernst has succeeded John Quinn.

Peterstown, Ill.—The farmers Elvtr. & Supply Co. will dissolve after failure to secure a site for a side track from the Rochelle & Southern Ry., according to report. The case was taken to the Illinois Railroad and Warehouse Commission, but the appeal was dismissed.

Rees sta., Franklin p. o., Ill.—The Rees Farmers Elvtr. Co. will let contract for the erection of a \$6,500 elvtr. on the C. & A. Ry. as soon as arrangements can be made with the railroad for a site. The elvtr. will have a capacity of 15,000 bus. and will be modern in every respect.

Dixon, Ill.—Fire threatened the elvtr. of the Dixon Cereal Co. May 24 when sparks from the smokestack ignited the cupola. Water was thrown on the roof from hoses below while chemicals were carried up to the cupola from the inside and the blaze was out before more than \$10 or \$15 worth of damage could be done.

Van Wood, Ill.—The elvtr. of Prather & Groves burned May 21. The fire was discovered by the crew of an early morning freight train, who saved some box cars by hustling them away from the vicinity of the conflagration. The heat was so intense as to burn the office 100 ft. distant and set fire to the ties of the nearby railroad tracks.

New members received into the Illinois Grain Dealers Ass'n during May are W. H. Haskell & Co., Toledo, O.; E. R. Ulrich & Sons, Springfield; Weidlocher & Sons, Springfield; G. B. Hager, Dwight; Alton Grain Co., Nevada; John Weimer, Harness; Frank Yates, Rantoul; Wood Bros. & Co., Gifford; Robert Wood, Dillsburg; Wood & Collins, Penfield; C. L. Wood & Co., Armstrong.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Paxton, Ill.—G. D. Montelius, who passed the winter in Florida, has returned with some fish stories that are whoppers. More than this, he has the fish themselves to bear mute witness to his prowess with the rod, and has placed a number of mounted specimens in the window of his grain office. One of the largest is a giant king fish, which he landed only after a long hard fight. The largest fish in the bunch, however, is a "grouper" three ft. long and was not caught by Mr. Montelius at all, but by his wife.

CHICAGO NOTES.

J. J. Brady has been elected to membership in the Board of Trade Clearing House.

David O'Connor, with the firm of Logan & Bryan, was married May 29 to Miss Ethel Jesmer.

Lewis B. Wilson has become sec'y of E. M. Samuel & Co., with offices in the Board of Trade.

Harry Woods, broker and member of the Board of Trade, is the Democratic nominee for Sec'y of State.

Richard L. Davis, 66 years old and long a member of the Board of Trade, died May 30. In the old days he was connected with the firm of Pope & Davis.

Dean L. Moberly has succeeded H. C. Miller in charge of the office of Lamson Bros. & Co. at Streator, Ill., the latter being transferred to this city.

Henry Hemmelgarn, long a member of the Board of Trade and a prominent grain receiver, died June 8 in Pasadena, Cal. He was the founder of the former firm of H. Hemmelgarn & Co., which was succeeded by P. H. Schifflin & Co.

Geo. L. Stebbins, after an absence of three years, has returned to take up his duties as Secretary of the Sowers Grain Co. He was admitted to membership in the Board of Trade June 7. During his absence Mr. Stebbins has been in Indianapolis as a member of the Stebbins-Witt Grain Co. and the Stebbins Grain Co. He has been in the grain business for 25 years and was formerly connected with the Pope & Eckhardt Co., H. Mueller & Co., Richardson & Co. and Harris-Scotten Co. and was mgr. of the Santa Fe Elvtr. Co., a railroad corporation.

CHICAGO CALLERS: Warren T. McCray and George McCray, Kentland, Ind.; George L. Stebbins, Indianapolis, Ind.; Chas. Quinn, Toledo, O.; E. N. Cook, Plymouth, Ind.

George F. Stone, sec'y of the Board of Trade, who for several weeks has been confined to his bed with paralysis, has been granted a three months vacation by the board of directors, who also passed a resolution extending the best wishes of themselves and the members of the Board.

The Michigan Central Ry. has canceled its rates on grain originating in Illinois territory and destined for Central Freight Ass'n territory and hereafter will give local rates, effective June 15, similar to those on other lines, thus exempting such grain passing thru Chicago from the broad classification designated as Trans-Mississippi Territory grain.

New members recently admitted to membership in the Board of Trade are Lewis B. Wilson, Charles A. Wright, Harvey L. Boyer, Benjamin F. Hill, George L. Stebbins and W. A. Cockrell. Application for membership in the Board of Trade has been made by R. A. Springs. The following memberships have been posted for transfer: C. H. Barrett, Charles A. Painter.

Faster news from the pit via the ticker route will be inaugurated following a decision of the directors of the Board of Trade. Many complaints have been received from commission houses, which declare that under the present system quotations in the pits are delayed a minute or more. They declare the system is antiquated and could be condensed to advantage. The proposition will be posted 10 days and then a vote will be taken.

The Belt Ry. has announced a rate, effective state, June 3, interstate, July 3, of \$4.50 per car of any weight from industries on the Belt Ry. to connecting lines on grain destined to points within the Chicago switching district. The former rate was \$5.00 per car, minimum weight 60,000 lbs., plus 17c per net ton for excess over 60,000 lbs. The Belt Ry. will continue its present rate of \$3.00 per car of any weight on grain from connecting lines to industries.

The question of a new building for the Chicago Board of Trade will be investigated by a com'tee of seven appointed by Pres. Frank M. Bunch of the Board of Trade, which will report to the directors and members later. The new com'tee includes the regular real estate com'tee and four other members. The personnel is L. F. Gates, F. B. Rice, Joseph Simon, A. O. Mason, Robert McDougal, E. L. Glaser and J. C. Wood. The president is also ex-officio chairman of the committee.

The Wabash, Atchison, Topeka & Santa Fe and Chicago, Rock Island & Pacific Railroads have offered to turn over the weighing at team tracks to the weighing department of the Board of Trade. The Board of Trade now does no weighing at team tracks, and it is not likely the offer will be accepted unless all the roads join in turning over the team track weighing to the Board of Trade Weighing Dept. The purpose of the roads in making the offer is to rid themselves of the burden of complaint against their team track weights.

INDIANA.

Lucerne, Ind.—The elvtr. of O. Gandy & Co. is undergoing repairs.

Messick, Ind.—Cox & Horner have succeeded Anderson & Bowen.

Indianapolis, Ind.—The annual election of the Board of Trade is being held today.

Coal City, Ind.—Plans are being drawn for the elvtr. to be erected by John Trotter & Sons.

Shadeland, Ind.—The Crabbs-Reynolds-Taylor Co. is installing new machinery in its elvtr.

Rosedale, Ind.—We have installed a Smith Safety Manlift.—Phillips & Ross Grain Co.

Union City, Ind.—The Pierce Elvtr. Co. is having the B. S. Constant Co. install a rope drive.

Hillsboro, Ind.—The elvtr. and office of Morrison, Finch & Co. burned recently.—Ed Lee & Son, Crawfordsville.

Talbot, Ind.—Kelley & Betts will build an elvtr., contract for which has been let to J. A. Horn, work to begin June 3.

Grammer, Ind.—I have just finished the elvtr. being built by J. A. Horn for the Bligh Mfg. Co., of Seymour.—H. C. Clark.

Delphi, Ind.—L. Marton has bot the remains of the elvtr. of Donlin & Ryan, which was wrecked by a Wabash freight train Oct. 8 last year.

Greensburg, Ind.—Frank Baromuski, a laborer, fell 90 feet to his death while making repairs on the elvtr. of the Nading Mill & Grain Co.—M.

Foster sta., Covington p. o., Ind.—The Covington Grain Co. is remodeling its elvtr. preparatory to receiving the new crop of wheat and oats.

Indianapolis, Ind.—The Jordan & Montgomery Co. will build a 100,000-bu. elvtr. on the J. M. & I. to cost \$10,000. It will be equipped with drier.

Marion, Ind.—The Burge-Thomas Mfg. Co., incorporated; capital stock, \$40,000; directors, Alfred Burge, Oliver Thomas and Eva Thomas. The company will operate grain elvtrs. and flour mills.

Indianapolis, Ind.—A sulphured oats case, which is attracting widespread attention, is being argued before the Board of Food & Drug Inspection by legal talent representing Paul Kuhn & Co. of Terre Haute.—M.

Princeton, Ind.—The Weese-Welborn Grain Co. has succeeded the Melrose Mfg. Co. Officers of the new company are William Weese, pres.; Oscar P. Welborn, vice-pres. and Maurice J. Welborn, sec'y and treas.

The Indiana Pure Food law of 1907 was upheld as constitutional by the U. S. Supreme Court, June 7, on the ground that states may enact such measures without interfering with the federal Pure Food & Drugs Act of 1906.

Mt. Summit, Ind.—The elvtr. owned by Clay Millikan, of Newcastle, burned May 24 with a loss of \$2,500. Insurance, \$1,200. No grain was in the structure at the time and it is possible that the headway of the blaze could have been checked had more modern means of fire-fighting than bucket brigades been available.

Mt. Vernon, Ind.—The Farmers Elvtr. Co. will succeed the Equity Commission & Exchange Co. and will erect a 50,000-bu. elvtr. on the L. & N. Ry. I have been four years with the present firm and do not know whether or not I will continue with the new firm.—E. A. Starken, sec'y Equity Commission & Exchange Co.

Greensburg, Ind.—The Nading Mill & Elvtr. Co. has let contract to the Burrell Eng. & Constr. Co. for the remodeling of its elvtr. and the installation of one No. 3 U. S. Fan Discharge Corn Sheller, one No. 16 U. S. Grain Cleaner, one 50 ft. Constant Safety Ball Bearing Manlift and a B. S. C. Drag and Feeder Outfit, besides the transmission machinery.

Terre Haute, Ind.—We understand the criticism of weights here in May 25 number of the Journal had no reference whatever to the grain business. As a matter of fact Mr. Wallenmeyer did not inspect the scales at the Vigo Elvtr., thru which all our grain is handled, and we did not know he had been here. We would have been very glad to have had him test the scales at the Vigo Elvtr. if we had known of his visit.—Paul Kuhn & Co.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n will meet here June 14-15. Headquarters will be at the Hotel English and the meeting place at the Board of Trade Assembly Hall. The first business session will be held Friday afternoon at 1:30 p. m. The program, which was published in detail in the May 25 issue of the Grain Dealers Journal, includes some addresses on weighty subjects by prominent grain men and a liberal seasoning of social enjoyment.

Oxford, Ind.—The Oxford Grain Co., which recently bot the elvtr. of Hawkins Bros., is planning to build.

Plymouth, Ind.—E. N. Cook's new 12,000-bu. elvtr. on the L. E. & W. Ry. being erected by the Burrell Eng. & Constr. Co. will be completed about July 15. It will be equipped with a Constant Sheller, U. S. Cleaner, Spartz Grinder, platform dump and automatic controller, 1 leg with 7x14 cups, all operated by a General Electric Motor. Building will be 26x43½x65 ft. high. It will be compact and convenient. The cob and dust houses will be over the driveway and the office just across the driveway. It will be covered with corrugated iron siding and roofing.

IOWA.

College Springs, Ia.—Turner Bros., of Red Oak, will erect an elvtr.

Sioux City, Ia.—The Iowa-Dakota Grain Co., incorporated; capital stock, \$25,000.

Sioux Rapids, Ia.—The Skewis Grain Co. has built a flour and feed addition to its elvtr.

Merrill, Ia.—Frank Hoeser has let contract to the Younglove Constr. Co. for the erection of a 25,000-bu. elvtr.

Stanhope, Ia.—The Stanhope Farmers Elvtr. Co. will build another elvtr. which will double present capacity.

College Springs, Ia.—We are building a 15,000-bu. cribbed elvtr. to be operated with gasoline power.—Turner Bros.

Waterloo, Ia.—E. W. Wagner & Co., of Chicago, have established a branch office in charge of James E. Maddock.

Carney, Ia.—The Carney Grain Ass'n, incorporated; capital stock, \$10,000; incorporators, G. E. Osier, Frank Lieder and others.

Sioux City, Ia.—The Silver & Cooper Co., incorporated; capital stock, \$30,000; L. Silver, B. H. Silver and J. E. Cooper are interested.

Williams, Ia.—The Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, G. W. Bryan, Ray T. Johnson and A. H. Everman.

Williams, Ia.—The Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, G. W. Bryan, Ray T. Johnson and A. H. Everman.

Turin, Ia.—The Trans-Mississippi Grain Co. has begun the erection of a 16x60x30 ft. addition to its elvtr., which will give an extra capacity of 16,000 bus.

Green Mountain, Ia.—The Green Mountain Farmers Elvtr. Co., which recently bot the elvtr. of Homer & Thomas, is now running two houses here.—W. Lynch.

Malcom, Ia.—Work has started on the 20,000-bu. elvtr. being erected for the Farmers Elvtr. Co. by the Younglove Constr. Co. The house will be 24x27 ft.

Orchard, Ia.—I have bot the elvtr. of the Western Elvtr. Co. and will handle grain, feed, coal and seeds.—H. C. Horgen, formerly agt. for the Cargill Elvtr. Co. at McIntire.

Akron, Ia.—The loss sustained by Ross & Co., whose elvtr. burned recently, amounted to \$3,000, of which \$2,500 is covered by insurance. The Hutting Elvtr. Co. lost 1,000 bus. of corn which were stored in a crib near by.

Oakville, Ia.—The Farmers Grain Co. has bot a 40-h. p. Fairbanks & Morse Oil Engine to replace steam power and is installing an electric light plant to be run by the same engine to furnish lights to the town.—W. A. Pegram, mgr.

Mt. Pleasant, Ia.—The elvtr. being erected by A. D. Hayes has a cement block foundation ten ft. high; the entire elvtr. will have a height of 90 ft. The bulk of the machinery will be in the basement and will be operated by a powerful gasoline engine.

KANSAS.

Wathena, Kan.—H. D. Kent will build an elvtr.

Tisdale, Kan.—J. W. Kowing will build an elvtr.

Strawn, Kan.—S. A. Hutchison will build an elvtr.

Eldorado, Kan.—C. A. Aikman is scoop shoveling.

Cawker City, Kan.—The Farmers Union will build an elvtr.

Sherdahl sta., Scandia p. o., Kan.—Farmers will erect an elvtr.

Whitewater, Kan.—The firm of Honer & Chaney has been dissolved.—C. V. Chaney.

Troy, Kan.—H. F. Kent and Geo. W. Kinkead, of Wathena, Kan., will erect an elvtr.

Hamlin, Kan.—Adolph Kanak, of Dubois, Neb., has bot the elvtr. of Berkley & Dowell.

Seward, Kan.—The Farmers Product & Supply Co. has installed a Hall Signaling Distributor.

Bison, Kan.—The Humburg Lbr. Co. will equip its elvtr. with a Hall Special Elvtr. Leg.

Offerle, Kan.—The Moses Bros. Mill & Elvtr. Co. will install an engine.—Thos. Darcy, mgr.

Dodge City, Kan.—The alfalfa mill of W. B. Martin burned May 20 with a loss of \$10,000. No insurance.

Wichita, Kan.—A move to dock grain on account of foreign matter was voted down by the Board of Trade.

Lost Springs, Kan.—The Farmers Union Grain & Coal Co. will build a 10,000-bu. elvtr., contract not yet let.

Midway, Kan.—Sam Groth, of Ellsworth, has let contract to the P. H. Pelkey Constr. Co. for the erection of an elvtr.

Wichita, Kan.—G. V. Topping, of the Topping-Mashburn Grain Co., has bot a membership in the Board of Trade.

Belpre, Kan.—The Macksville Lbr. & Grain Co. has installed a 32-ft. Constant Safety Ball Bearing Manlift in its elvtr.

Dellvale, Kan.—The Grubb-Hamacher Grain Co. has succeeded the Phillipsburg Mill & Elvtr. Co.—A. E. Maxwell, buyer.

Wichita, Kan.—G. V. Topping and Paul Noble have been admitted to membership in the Board of Trade.—Jas. H. Sherman, sec'y Board of Trade.

Albion sta., Argonia p. o., Kan.—The Hunter Mfg. Co. has let contract to the Central Constr. Co. for the erection of an 8,000-bu. concrete elvtr.

Augusta, Kan.—J. C. Haines & Co. are adding a cupola, installing automatic scales and constructing storage bins that will double the present capacity.

Viola, Kan.—The Viola Grain Co. is repairing its elvtr. and installing a Fairbanks Auto Scale and an elvtr. leg. The Central Constr. Co. has the contract.

Wilmore, Kan.—The Tabb Grain Co., of Hutchinson, has not let the contract for its new elvtr. to Morley Bros., Haden & Platt, as erroneously stated in this column May 25.

Kansas City, Kan.—The Alfred Weston & Son Grain Co., whose plant burned a month ago, will build a 35,000-bu. elvtr., supplemented by a warehouse, to cost \$12,000.

Winfield, Kan.—The Hayes & Barner Grain Co. has dissolved, each partner operating his own company. Chas. McFarland, formerly of Blackwell, is with the Hayes Grain Co.

Scottsville, Kan.—I have leased the elvtr. of A. F. Abernethy, beginning June 10. My successor as mgr. for the Jamestown Grain Co. has not yet been hired.—C. W. Bradshaw, formerly of Jamestown.

Protection, Kan.—The Farmers Elvtr. Co. is remodeling its elvtr. and installing a Weller Car Puller, new stand of elvtrs., two Fairbanks Motors, one 15-h. p. and one 7½-h. p. Central Constr. Co. has the contract.

Langdon, Kan.—The Enns Mfg. Co. has recently completed an iron-clad warehouse building located about 40 ft. from its elvtr.

Rexford, Kan.—Henry Westerman has succeeded Thompson & Butler in the elvtr. and grain business.—L. W. Butler, of Kensington.

Coats, Kan.—A. H. Hutchison has succeeded me as mgr. of the Farmers Elvtr. Co. at Nashville and I am now mgr. for the A. R. Clark Grain Co. here, succeeding O. E. Bailey.—Loren Gillett, formerly of Nashville.

Chapman, Kan.—The Chapman Mill & Elvtr. Co. has organized with Walter Hollinger, pres.; Joel Shoffner, vice-pres.; J. H. Taylor, sec'y; O. L. Thisler, treas. The company will erect an elvtr. and mill to cost \$12,500.

Ensign, Kan.—The Wing Grain Co., of Dodge City, is building a 10,000-bu. studded elvtr. to be equipped with 9-h. p. Fairbanks Oil Engine, Boss Car Loader, a Fairbanks Wagon and an Auto Scale. The Central Constr. Co. has the contract.

Walton, Kan.—The Walton Elvtr. Co. is building a 15,000-bu. elvtr. with a warehouse in connection, iron clad, studded structure and equipped with 20-h. p. International Engine, Monitor Cleaner, Wagon and Hopper Scales and Sidney Sheller, W. W. Culver is doing the work.

Wichita received 480,000 bus. of wheat, 154,800 of corn, 6,000 of cane seed and 63,700 bus. of kafir corn during May. Shipments for the month included 260,400 bus. of wheat, 124,800 of corn, 59,000 of kafir corn, 6,000 bus. of cane seed.—Jas. H. Sherman, sec'y Board of Trade.

Wichita, Kan.—Pleas for interchange of billing on grain to all points of destination on any road, regardless of the line which brings the grain into the city, were made by local interests before Examiner Lyons of the Interstate Commerce Commission May 22-23. An arrangement similar to that at Kansas City was asked.

Abilene, Kan.—Work is progressing on the 28,000-bu. elvtr. being built by the Farmers Co-op. Elvtr. Co. The equipment will consist of a corn sheller, Eureka Cleaner, Fairbanks-Morse Hopper and Wagon Scales, roller mills, Weller Chain Drag, manlift and transmission. The Central Constr. Co. furnished the plans.

Topeka, Kan.—Millers will renew their demands for dockage on cars of wheat containing rye and other foreign substances when the State Grain Grading Commission meets here in July. The Southern Kansas Millers Club, the Kansas City Board of Trade, the Kansas Grain Dealers Ass'n and the Kansas Agricultural College will appoint com'ites to confer in a joint meeting for the purpose of seeing what can be done.

KENTUCKY.

Glendale, Ky.—J. H. Ashlock and Marion Hoover of Elizabethtown have purchased the elvtr. at this station, which was sold at commissioner's sale.

LOUISIANA.

Exports of grain from New Orleans for the last week in May included 23,010 sacks of corn to Progresso, Mexico.—K.

Rayville, La.—We will conduct a flour and feed business in this city. Coenen Bros. have engaged in the grain, hay, feed and flour brokerage business here.—Rayville Lbr. Co., Ltd.

Exports of grain at New Orleans in May included 1,002 bus. of wheat, 140,330 bus. of corn and 3,353 bus. of oats; compared with 26,737 bus. of wheat, 222,664 bus. of corn and no oats exported in May, 1911. The total amount exported since Sept. 1, 1911, includes 455,504 bus. of wheat, 3,497,084 bus. of corn and 32,967 bus. of oats; compared with 139,912 bus. of wheat, 6,088,960 bus. of corn and no oats exported in the corresponding period of the preceding year.—W. L. Richeson, chief grain inspector Board of Trade.

New Orleans, La.—Flood conditions and the high prices prevailing have had a great deal to do with the local grain situation. In most grains, the city business has been fairly good, but dealers complain of the difficulty experienced in getting their consignments here from the northwest on account of the overflow and high prices. Now that the water in central Louisiana has receded, a demand has grown from that section which will tend to swell the trade of the New Orleans grain merchants. True, the high water impedes delivery to a great extent and as most of the railroads in the flooded section have suspended operations and boats are scarce, many orders have been delayed and cancellations have not been infrequent. In corn, the local demand was light the past two weeks, but there was a considerable shipment to Cuban ports, Havana taking 4,500 sacks.—K.

MARYLAND.

BALTIMORE LETTER.

The contract for the grain, hay and feed for the city fire dept. has been let to the Wm. Hopps Grain & Hay Co.

Harry E. Lewis was admitted to membership in the Chamber of Commerce during May and the certificate of Edward S. King was transferred.—Jas. B. Hessong, sec'y.

The complaint of the Merchants & Manufacturers Ass'n of this city against the Pennsylvania and other railroads, alleging that switching charges are unreasonable, has been sustained by the Interstate Commerce Commission, and grain men are jubilant.

Harry C. Hindes, former sec'y and treas. of the defunct Kirwan Bros. Grain Co., has been released on \$3,000 bail, under suspended sentence and with Wm. E. Marshall, formerly bookkeeper of the same company, will be held as a witness for the state in the trial of the Kirwan brothers.

Receipts of grain at Baltimore during May included 1,499,067 bus. of wheat, 416,137 of corn, 722,543 of oats and 10,854 bus. of rye; compared with 1,221,728 bus. of wheat, 367,350 of corn, 333,599 of oats, 2,500 of barley and 11,203 bus. of rye received in May, 1911. Shipments for the month included 787,025 bus. of wheat, 101,396 of corn and 720 of oats; compared with 633,848 bus. of wheat, 347,390 of corn and 40 of oats shipped in May, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Pembroke W. Pitt, broken in health as a result of the great nervous strain he has been under in dodging the detectives who have trailed him half over the world since his disappearance last November while under indictment for forgery of Bs/L, arrived in New York, May 29, on the steamer "Carpathia" in custody of Detective Kahler and was immediately brot to this city, where he was released on \$30,000 bail furnished by his mother and sister-in-law. On May 31, eight more indictments were found against him and orders to rearrest him were given. Each new indictment means \$5,000 additional bail or a total of \$70,000, if he is to keep his liberty. J. Albert Hughes of the National Bank of Baltimore, has 47 more warehouse certificates in his possession which may mean 47 more indictments when the grand jury sees them.

MICHIGAN.

Martin, Mich.—Martin Elvtr. Co., incorporated; capital stock, \$6,000.

Midland, Mich.—Laur & Beach will erect an elvtr. near the Michigan Central tracks.

Elwell, Mich.—The Elwell Gleaner Farmers Elvtr. Co., incorporated; capital stock, \$10,000.

Jasper, Mich.—The Jasper Grain Co. is installing two B. S. C. Chain Drags and Feeders in its elvtr. B. F. Gump Co. has the contract.

Bancroft, Mich.—I expect to remodel my elvtr. at this station, increasing the capacity, some time before the first of September.—W. O. Calkins.

Jackson, Mich.—The new 55,000-bu. reinforced concrete elvtr. of the Eldred Mfg. Co. will be ready July 1. The building is fireproof and is 28x50 ft. and 82 ft. high.

Oxford, Mich.—The Ensley-Bellaire Co. is building an addition to its elvtr. and when finished will handle grain in connection with its present bean and potato business.

Scotts, Mich.—White Bros. & Co. will increase their storage facilities and install a dump in their elvtr. at this station and will add a seed room to the plant at Leonidas.

Shaftsbury, Mich.—I expect to build an addition to the elvtr. at this station, doubling the capacity and intend to commence operating here about July 15.—W. O. Calkins, Bancroft.

Receipts of grain at Detroit during May included 120,000 bus. of wheat, 170,400 of corn, 244,500 of oats, 1,400 of barley and 7,000 bus. of rye; compared with 154,591 bus. of wheat, 350,652 of corn, 264,189 of oats, 18,283 of barley and 5,654 bus. of rye received in May, 1911. Shipments for the month included 8,000 bus. of wheat, 79,672 of corn, 22,780 of oats, 1,759 of barley and no rye; compared with 10,286 bus. of wheat, 222,345 of corn, 8,124 of oats, 1,074 bus. of barley and 3,911 bus. of rye shipped in May, 1911.—M. S. Donovan, sec'y Board of Trade.

Saginaw, Mich.—The barn and elvtr. plant of Ripslinger Bros. was struck by lightning and burned at 3:30 a. m., May 22. The building which was practically new was a combined barn and elvtr. 125x50 ft. and 40 ft. high and at the time of the fire contained 800 bus. of oats, 8 tons of hay and 500 tons of hard coal. The loss amounts to \$7,000, which includes \$2,500 on 10 horses burned to death in the barn. The lightning struck the northeastern end of the elvtr. at a point over the motor room and evidently spread on the electric system, an exposed wire conduit pipe being burned open in several places.

MINNESOTA.

Dennison, Minn.—The Farmers Elvtr. Co. will improve its elvtr.

Brewster, Minn.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Osseo, Minn.—Jno. R. Forbes has bot the elvtr. of the H. B. Spence Elvtr. Co.

Alma, Minn.—A farmers elvtr. company is being organized by H. H. Moen, B. M. Bothum and P. Folland.

Emmons, Minn.—The recently organized Farmers Shipping Ass'n has bot the elvtr. of the Western Elvtr. Co.

Halma, Minn.—H. B. Borneman is interested in the organization of a farmers elvtr. company at this station.

Erskine, Minn.—The Farmers Co-operative Elvtr. Co. has commenced business with a capital stock of \$10,000.

Erskine, Minn.—The Webster-Truesdale Elvtr. Co. has bot the elvtr. of the Minneapolis & Northern Elvtr. Co.

Wheaton, Minn.—The Farmers Co-op. Elvtr. Co. will start work on an elvtr. about July 15, according to present plans.

Glencoe, Minn.—The Empire Elvtr. Co. has decided to discontinue its grain business at this point and is tearing down its elvtr.

Bellechester sta., Goodhue p. o., Minn.—The Red Wing Maltng Co. of Red Wing, has recently erected an elvtr. at this station.

Osseo, Minn.—Ossco Elvtr. & Warehouse Co., incorporated; incorporators, Eden Schmidt of Minneapolis and Ed. G. Stezler of this city.

Winger, Minn.—The recently incorporated Winger Farmers Elvtr. & Merc. Co. has closed a deal for the elvtr. of the Atlantic Elvtr. Co.

Willmar, Minn.—The Campbell-Hodgson Grain Co., incorporated; capital stock, \$20,000; incorporators, L. F. Hodgson, I. J. Campbell and others.

Lakefield, Minn.—The Farmers Elvtr. Co. is considering the installation of a new gas engine.

Barnesville, Minn.—F. E. Diemer has bot the elvtr. and coal sheds of the Grain Producers Elvtr. Co. which he has been operating under lease.

St. Peter, Minn.—Wm. LaCroix will succeed Ed. McGrath as mgr. of the elvtr. of G. W. Van Dusen & Co., Mr. McGrath resigning to enter the livestock business.

Chandler, Minn.—We are building an addition to our elvtr. 24x27 ft., 12 ft. post and will handle seed and feed. It will cost about \$500.—Chandler Farmers Elvtr. Co.

Gully, Minn.—Gully Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, Herman Johnson, Albert Bergh, Anton Haugan, Chris. Steilo and others.

Dundee, Minn.—The Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators, B. N. Bodelson, H. A. Scherlie, E. O. Hansen, F. M. Jasmer and Knute Swenson.

Amiret, Minn.—G. W. Van Dusen & Co. have let the contract to T. E. Iberson for a 30,000-bu. cribbed elvtr. to be equipped with a 51-ft. Constant "Safety" Ball Bearing Manlift.

LeRoy, Minn.—The American Linen Co. has distributed flaxseed to the farmers of this vicinity and during the summer will erect a \$20,000 linen factory to take care of the flax fibre grown.

Mazeppa, Minn.—Strenuous efforts are being made by the stockholders of the Farmers Elvtr. Co. to tide the company over its financial difficulties and reopen the elvtr. without a receiver.

Hartland, Minn.—The Farmers Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, P. N. Peterson, J. F. Shehn and others. Sufficient stock has been subscribed to insure the building of an elvtr.

McIntosh, Minn.—The Andrews Grain Co. will put a new foundation under its elvtr. this summer and build a coal shed. The elvtr. of the St. Anthony & Dakota Elvtr. Co. will also be repaired.—H. F. Degerness, agt. Andrews Grain Co.

Lansing, Minn.—The Farmers Elvtr. Co. has cancelled its contract for a new elvtr. and purchased the elvtr. of the Hunting Elvtr. Co. which it has been operating under lease, together with the local coal sheds and warehouse of O. C. La Bar, paying \$3,600 and taking possession July 1.

Duluth, Minn.—The commission men of this city were hosts at a dinner and trade conference May 25 which was attended by a large number of Minneapolis grain and commission men, and representatives of elvtr. lines operating in the Northwest. Matters of mutual interest were discussed and Bert Ball, sec'y of the Crop Improvement Com'te addressed the diners.

MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are held at \$3,650.

The Sorenson Grain Co., Inc., one of the oldest commission firms of Duluth, has moved its headquarters to this city.

The Central Mfg. Co., incorporated; capital stock, \$50,000; incorporators, J. W. Shadewald, W. E. and C. B. Maunsell.

The Brooks Elvtr. Co., operating the Martin Elvtr., is having a Morris Grain Drier installed in its elvtr. The drier has a capacity of 1,000 bus. per hour and will be used for drying salvage grain.

The proposed increase in rates on flaxseed averaging about 25% from this city to the east and south, has been suspended by the Interstate Commerce Commission until Sept. 28, but no ruling has yet been made on the proposed increase on linseed oil, effective July 1; the increase being 5½c per 100 lbs. from Minneapolis to Chicago, Omaha and St. Louis and 6½c to Kansas City.

The following were admitted to membership in the Chamber of Commerce during May: Gerald R. Martin, L. E. Katzenbach, Hans Sorenson, Louis Wommer, Henry F. Arnes and George G. Riegger.—John G. McHugh, sec'y.

W. O. Timerman, E. E. Mitchel and J. B. Gilfillan, Jr., have been appointed as a com'tee by the Chamber of Commerce to make arrangements and plans for the entertainment of the delegates to the convention of the National Ass'n of Managers of Farmers Co-op. Elvtrs., which will be held in this city June 19-21.

Receipts of grain at Minneapolis during May included 3,686,160 bus. of wheat, 385,240 of corn, 543,080 of oats, 290,920 of barley and 81,570 bus. of rye; compared with 4,995,440 bus. of wheat, 595,660 of corn, 719,940 of oats, 859,280 of barley and 80,500 bus. of rye received in May, 1911. Shipments during the month included 2,138,930 bus. of wheat, 275,300 of corn, 965,560 of oats, 379,960 of barley and 45,530 bus. of rye; compared with 2,045,940 bus. of wheat, 277,940 of corn, 1,128,040 of oats, 890,270 of barley and 59,500 bus. of rye shipped in May, 1911.—Jno. G. McHugh, sec'y. Chamber of Commerce.

MISSOURI.

Buckner, Mo.—Frank P. Childs will build an elvtr. at this station.

Boston, Mo.—The Moran Mlg. Co. has installed a 50 ft. Constant "Safety" Ball Bearing Manlift in its elvtr.

Westboro, Mo.—We own and operate the Gregg Elvtr. at this station. C. P. Harris is scoopshoveling here.—McKee Bros. & Co.

Craig, Mo.—The recently incorporated Farmers Elvtr. Co. has purchased 8 lots covering an area 200x280 ft. as a site for an elvtr.

Rock Port, Mo.—The machinery in the mill of the Rock Port Roller Mills has been sold and the building will be remodeled into an elvtr.

Joplin, Mo.—The Farmers Elvtr. Co. is building a new warehouse and is contemplating the erection of an elvtr. of from 20,000 to 30,000 bus. capacity.

Brunswick, Mo.—We have bot the elvtr. here and will not build at this station. We are looking at another location for our new plant which will be small.—Cashman Bros.

Forest City, Mo.—We will build a 15,000-bu. cribbed elvtr. and will use gasoline power. The elvtr. will be similar to the one we are now building at College Springs, Ia.—Turner Bros.

KANSAS CITY LETTER.

The "lean" and "fat" members of the Board of Trade will play their annual baseball game June 11 at Association Park.

The partnership between W. G. Dilts, Jr., and J. C. Robb, is not newly formed, as erroneously stated in this column May 25, but has existed for four years.

The offices of the Simonds-Shields Grain Co. are being enlarged and when completed will give the firm a total floor space of 2,500 sq. ft.

The trustee in bankruptcy for W. E. Knapp recently recovered judgment against the Traders Grain Co. for \$6,523.89, alleged to have been paid defendant after knowledge of Knapp's insolvency. Defendant alleged the payments were not preferred claims, as they were secured by Bs/L, tho the Traders Grain Co. was financing Knapp.

Receipts of grain at Kansas City during May included 882,000 bus. of wheat, 1,947,500 of corn, 409,700 of oats, 2,200 of rye and 11,200 bus. of barley; compared with 1,274,400 bus. of wheat, 1,386,000 of corn, 467,500 of oats, 7,700 of rye and 21,000 bus. of barley received in May, 1911. Shipments for the month included 1,303,200 bus. of wheat, 1,726,250 of corn, 321,300 of oats, no rye and 4,200 bus. of barley; compared with 2,120,400 bus. of wheat, 1,732,400 of corn, 268,600 of oats, 4,400 of rye and 25,200 bus. of barley shipped in May, 1911.—E. D. Bigelow, sec'y Board of Trade.

Chas. Avery is again traveling for the Thresher-Fuller Grain Co. thruout Kansas and Oklahoma.

The fourth number of the "Rooter," a magazine published by the Root Grain Co., "every once in a while," contains many smiles, as well as considerable interesting information.

C. E. Waldron has bot the Board of Trade membership of J. Sidney Smith, paying \$2,500 which does not include the \$500 transfer fee. Mr. Waldron will engage in the grain business in this city.

ST. LOUIS LETTER.

H. H. Savage, broker, has changed his headquarters from Des Moines, Ia., to this city.

V. C. Tice, formerly with J. S. McClelland & Son, has come to us as mgr. of our hay dept. He has had many years experience and is a very competent man.—Goffe & Carkener.

The Milliken-Helm Commission Co. has obtained an affirmance of a judgment against the Albers Commission Co., amounting to \$11,918, claimed due on a grain transaction. The suit has been in the courts for a number of years.

Pres. Bernet has appointed the following delegates to represent the Merchants Exchange at the 19th Annual Convention of the National Hay Ass'n at Kansas City, July 16th to 18th: Fred Deibel, D. W. Clifton, C. F. Beardsley, D. S. Mullally, W. H. Toberman, M. J. Mullally, Ed. E. Feikel, J. D. Mullally, V. C. Tice and W. H. Karns.—Eugene Smith, sec'y.

The following amendment to Section 12 of Rule IV will be voted upon by the members of the Merchants Exchange June 10: When sacks are furnished by an individual, firm, or corporation engaged in the business of grain handling, to either a member or non-member of the Exchange, rental rates shall be charged which shall be not less than the minimum rates currently charged by individuals, firms, or corporations not engaged in the business of grain handling.

Receipts of grain at St. Louis during May included 780,456 bus. of wheat, 1,935,810 of corn, 1,410,065 of oats, 459 of rye and 3,200 of barley; compared with 921,536 bus. of wheat, 2,573,370 of corn, 1,632,850 of oats, 12,217 of rye and 21,028 bus. of barley received during May, 1911. Shipments for the month included 855,420 bus. of wheat, 1,308,270 of corn, 830,350 of oats, no rye or barley; compared with 746,705 bus. of wheat, 1,223,720 of corn, 1,008,355 of oats, 13,370 of rye and 12,320 bus. of barley shipped in May, 1911.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Ft. Shaw, Mont.—The Rocky Mountain Elvtr. Co. of Great Falls are contemplating the erection of an elvtr. along the branch line of the Gt. Northern R. R.

Philipsburg, Mont.—We are still considering the erection of an elvtr. and have a man on the ground but have not had the plans made yet. Will probably do so in the near future.—S. C. Rundell, sec'y Chamber of Commerce.

Billings, Mont.—The Occident Elvtr. Co. of Minneapolis, which is a subsidiary of our company, will build 50,000-bu. elvtrs. at Hardin, Broadview, Park City, Laurel, Wilsall, Clyde Park and several other stations in this state.—Russell-Miller Mlg. Co.

Lavina, Mont.—The elvtr. to be erected by the Montana Elvtr. & Mlg. Co. at this station will be of 30,000-bu. capacity, iron clad and up-to-date in every way. Work on the foundation will be commenced at once and the elvtr. will be ready for this year's crop.

Harlowton, Mont.—The Montana Elvtr. & Mlg. Co. will erect a concrete elvtr. at this station which with the new ones to be erected by the same company at various stations as previously reported and the six it already owns and operates will give it a line of 13 houses.

NEBRASKA.

Osceola, Neb.—The Farmers Grain Co. has purchased a Hall Signaling Grain Distributor.

Alvo, Neb.—Jno. Murtey has bot the retail grain, coal and lumber business of the Straemer Lbr. & Grain Co.

Prairie Home, Neb.—We have bot the elvtr. of the Home Grain Co., taking possession June 1.—Farmers Grain Co.

Osceola, Neb.—We have purchased the elvtr. of the Omaha Elvtr. Co. and are equipping it with modern machinery.—C. E. Jones.

Jackson, Neb.—The Atlas Elvtr. Co. has installed a 48 ft. Constant "Safety" Ball Bearing Manlift in the new elvtr. recently erected for them by T. E. Ibberson.

Moorefield, Neb.—James Pearson, the well known grain man, who is running for representative of the 66th district for Frontier and Gosper counties on the Peoples Independent and Democratic tickets, is steadily improving in health and while not entirely over the effects of his recent severe illness, will soon be himself again.

Howe, Neb.—The contract for the new 15,000-bu. iron clad elvtr. of the Howe Elvtr. Co. to replace the one burned May 15, has been let to Geo. H. Birchard. It will have a solid concrete foundation and concrete engine room and will be equipped with a 12-hp. gasoline engine, Barnard & Leas No. 34 Separator and a 1,500-bu. automatic scale.

Waco, Neb.—The elvtr. of J. A. Gilbert has been remodeled and he now has an up-to-date elvtr. of 40,000 bus. capacity, containing 25 bins with concrete hopper bottoms, 2 stands of elvtr. legs, two cleaners, large hopper scale, automatic scale, 10-hp. Howe Engine and Howe Wagon Scale. The building is iron clad. Haag Bros. had the contract for the work.

Omaha, Neb.—We are indebted to F. P. Manchester, sec'y of the Omaha Grain Exchange, for a copy of the 8th annual report of the Exchange which contains a full list of the officers, standing com'tees and members, also a list of the active grain firms of the city, together with statistics covering the receipts and shipments of grain at Omaha for the last seven years.

Receipts of grain at Omaha during May included 996,000 bus. of wheat, 2,498,400 of corn, 683,400 of oats, 2,200 of rye and 32,200 bus. of barley; compared with 870,000 bus. of wheat, 2,486,400 of corn, 583,100 of oats, 4,400 of rye and 172,200 bus. of barley received in May, 1911. Shipments for the month included 1,060,800 bus. of wheat, 1,854,600 of corn, 1,485,000 of oats, 1,000 of rye and 6,000 bus. of barley; compared with 794,000 bus. of wheat, 2,030,000 of corn, 747,000 of oats, 2,000 of rye and 33,000 bus. of barley shipped in May, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Cummington, Mass.—Gurdon Arnold has bot the grain business of A. M. Shaw.

Brattleboro, Vt.—The Boston & Maine R. Co. has bot the elvtr. and warehouse of E. Crosby & Co. for the purpose of building an extension. The agreement provides that the R. R. company take possession of the property June 15 but the tenant is given until Sept. 1 to seek new quarters. The warehouse was built in 1886 and the elvtr. in 1907.

New Haven, Conn.—Abner Hendee, who has been seriously ill for some time, died May 20. For many years he conducted a grain business in this city and was also a member of Simpson, Hendee & Co., grain dealers of New York. He is survived by his widow who was enroute from Paris at the time of his death, arriving a day too late, and a daughter.

NEW JERSEY.

Edgewater, N. J.—The Midland Linseed Co. of Minneapolis expects to open its new 64 press linseed mill at this place during July.

Jersey City, N. J.—A 500,000-bu. concrete elvtr. is being erected for the Lehigh Valley R. R. Co., in this city, by the Wither-spoon-Englar Co., the work to be finished Oct. 1. A Morris Grain Drier of 1,000 bus. per hour capacity will be installed.

NEW YORK.

New York, N. Y.—The report of the year for the Produce Exchange was submitted by the Board of Governors at the annual meeting held May 28.

New York, N. Y.—C. B. Congdon of Chicago has been admitted to membership in the Produce Exchange and will be the New York representative of Knight & McDougal on the floor.

New York, N. Y.—W. H. Kipp, Jr., formerly in the grain receiving business for himself, has accepted a position with W. H. Payne & Son, grain and feed distributors, abandoning his private business.

New York, N. Y.—James Knox has succeeded R. E. Annin as representative of C. L. Hudson & Co. and Walter Fitch & Co. of Chicago on the Produce Exchange, Mr. Annin retiring from active business after many years in the grain trade.

Auburn, N. Y.—Chas. W. Brister has let the contract for a 20,000-bu. concrete elvtr. to be erected on a siding of the N. Y. Cent. The building will be equipped with grain cleaning machinery by the S. Howes Co. and conveying machinery by the H. W. Caldwell & Son Co.

Buffalo, N. Y.—The Riverside Malting Co. suffered a loss of \$5,000 by fire which started in the machinery portion of the plant and gained considerable headway before discovered. The loss is fully covered by insurance. The Fleischman Malting Co., owners of the plant, will shut down for 10 days for repairs.

New York, N. Y.—John H. Fort, member of the Produce Exchange, died May 24 at the age of 77. Mr. Fort retired from active business several years ago but was formerly owner of the Marsh-White Co. and was mgr. of the Brooklyn Elvtr. & Mfg. Co. He is survived by his wife, three sons and two daughters.

Buffalo, N. Y.—The following com'tes of the Corn Exchange have been appointed: grain, F. A. McClellan, chairman, H. S. Guthrie, G. F. Booth, Edmund Thomas and S. E. Provost; arbitration, Dudley M. Irwin, chairman, E. M. Husted, H. F. Shuttleworth; inspection and weighing, S. M. Ratcliffe, chairman, L. S. Churchill, T. J. Stoffer, A. B. Black and F. E. Ogden.

New York, N. Y.—The real estate holdings of the Produce Exchange as given in the recently issued annual report amount to \$2,778,397 after deducting mortgages and accrued interest and the income from other resources the amount to the credit of the Exchange to \$2,853,416. The net surplus for the year is \$60,904, which is \$6,915 less than last year and the loss is attributed to larger taxes and the expenses of running the bureau of trade and transportation, a recent addition to the Exchange forces. The membership roll shows 1,899 regular and 177 associate members, making a total of 2,076 enrolled; 59 certificates of membership purchased during the fiscal year cost \$27,270 and wiped out \$179,524 gratuity liability. The Exchange is in excellent financial condition.

NORTH DAKOTA.

Buffalo, N. D.—I. J. Hough has bot the elvtr. of the Monarch Elvtr. Co.

Beach, N. D.—Brault & Delany have bot the elvtr. of the Golden Valley Independent Grain Co.

Carson, N. D.—The Occident Elvtr. Co. is building a new elvtr. on the site of the one burned Mar. 6.

Huff, N. D.—The elvtr. of the Farmers Elvtr. Co. which burned with a total loss May 20 will be rebuilt.

McHenry, N. D.—I am at present mgr. of the elvtr. of the Great Western Grain Co. at this station.—W. H. George.

Glenburn, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently damaged considerably by an explosion in the engine room.

Langdon, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is nearing completion and will be finished with a metal roof.

Osnabrock, N. D.—According to report Ole Sund, mgr. of the Farmers Elvtr. Co.'s storehouse, is charged with embezzling \$175 of the company's money.

Jessie, N. D.—At our last stockholders meeting we decided to rebuild our elvtr. burned in February and will let the contract in a few days.—Jessie Farmers Merc. & Elvtr. Co.

Carrington, N. D.—The stock of the Barlow Farmers Elvtr. Co. was sold May 25 by the trustee in bankruptcy. The stock was valued at \$16,000 and the company owed about \$19,000.

Grand Forks, N. D.—Hoover Grain Co. incorporated to sell, deal in and handle all kinds of grain and seeds; capital stock, \$100,000; directors, W. L. Hoover, Grand Forks; Sam Hoover and E. Solberg, Duluth.

La Moure, N. D.—The elvtr. of the Jim River Grain Co. was struck by lightning at 4 p. m. May 26. People standing in the street saw the bolt strike and the resulting fire was quickly extinguished. The building which contained 3,000 bus. of grain took fire twice during the same afternoon but prompt work saved the structure, which is owned by Cruden & Wankel.

Aneta, N. D.—The district meeting of the North Dakota Farmers Grain Dealers Ass'n was called to order by Pres. P. A. Lee of Pekin, at 11 a. m., May 22, who upon motion was made chairman of the meeting with E. G. Quamme of Finley as temporary sec'y. "The State Grain Dealers Ass'n" was discussed by A. A. Lee of Hatton, who explained the object of the state ass'n and urged the need of such an organization; "The State Mgrs. Ass'n" was ably handled by J. C. Miller of Page, who has given the matter careful study and that; "Legislation" was the subject of the talk by P. A. Lee, and "Financing Farmers Elvtr. Co's." was in the hands of E. G. Quamme. A. A. Lee also talked on "Book-keeping and Accounting" and Mr. Miller touched on "Speculation." The 25 members present were well pleased with the meeting and adjourned with the determination to make the fall meeting a still greater success.

Bismarck, N. D.—The following grain companies have had their charters canceled, effective Feb. 1, 1912, as recently announced by P. D. Norton, sec'y of state, for failure to comply with Art. 2, Chap. 11 of the Rev. Code of 1905: Antler Elvtr. Co., Antler; Buffalo Farmers Elvtr. Co., Buffalo; Courtenay Farmers Elvtr. Co., Courtenay; Harvey Grain Co., Harvey; Independent Farmers Grain Co., Palermo; Cedar River Grain & Lbr. Co., New Leipzig; A. F. Dietz & Son, New Salem; Des Lacs Farmers Elvtr. Co., Des Lacs; Equity Grain & Merc. Co., Driscoll; Equity Farmers Elvtr. & Trading Co., Bremen; Farmers Elvtr. Co., Tolley; Farmers Elvtr. Co., Zealand; Farmers Elvtr. Co., Washburn; Farmers Elvtr. Co., Sheyenne; Farmers Elvtr. Co., Doyon; Farmers Elvtr. Co., Dickinson; Finley Farmers Elvtr. Co., Finley; Farmers Elvtr. Co., Cando; Farmers Elvtr. Co., Underwood; Farmers Elvtr. Co., Granville; Farmers Elvtr. Co., Dunseith; Farmers Elvtr. Co., Streeter; Farmers Elvtr. Co., Epping; Farmers Elvtr. Co., Kuroki; Farmers Elvtr. Co., Pleasant Lake; Gribbin-Alair Grain Co., New Rockford; Gibbs Grain & Fuel Co., Grand Forks; Minot Elvtr. Co., Minot; Portal Farmers Elvtr. Co., Portal; Pilbrook Elvtr. Co., Lankin; Simonson Grain & Lbr. Co., Driscoll; Sweet Briar Farmers Elvtr. Co., Sweetbriar; Voltaire Farmers Elvtr. Co., Voltaire.

OHIO.

Findlay, O.—We have succeeded Gorrell & Kimmell.—Kimmell & Peters.

Kyles, O.—I purchased the elvtr. of Kyle & Rodgers, May 20.—Harry E. Hughes, Hamilton.

Deshler, O.—The elvtr. of C. W. Franklin has been closed for several months.—Farmers Grain Co.

Yellow Springs, O.—Chas. Geis has bot the elvtr. and chicken feed factory of the John De Wine Co.

Antwerp, O.—The Farmers Elvtr. Co. has added a stand of elvtrs. to its equipment. B. S. Constant Co. did the work.

Mt. Sterling, O.—The Mt. Sterling Grain Co. has let the contract for an elvtr. and work will be started as soon as the material arrives.

Trotwood, O.—I am installing motor drives for handling grain and also for custom grinding.—J. C. Minnich, prop. Trotwood Grain & Elvtr. Co.

Cygnat, O.—The Cygnat Elvtr. Co. is installing a 50 ft. Constant Safety Ball Bearing Man-lift in its elvtr. The Burrell Eng. & Constr. Co. had the contract.

Bellevue, O.—C. E. Patterson of Toledo will take charge of our grain business July 1. We are car lot buyers of oats, corn, hay, straw and beans.—The Irvin T. Fangbner Co.

Scott, O.—We have just completed the installation of a new 40-h. p. boiler in our elvtr. at this station in a new cement block fire-proof boiler house.—C. T. Pierce, the Pierce Grain & Hay Co., Van Wert.

Washington Court House, O.—The elvtr. which C. E. Lloyd will erect as an addition to his present plant will stand just west of the elvtr. erected four years ago and will be connected with it by an underground tunnel and a gallery. It will be fire-proof, being constructed almost entirely of cement and will cost \$20,000.

Lima, O.—The Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio will hold a grain trade conference here June 17. Efforts are being made to secure C. H. Benson, the specialist in charge of the club work of the U. S. Dept. of Agri., as a speaker. The meeting should be well attended as it is sandwiched in between those of the Indiana Grain Dealers, which closes at Indianapolis the 15th, and the meeting at Cedar Point, starting on the 17.—Thos. P. Riddle, sec'y.

Sherwood, O.—We have closed the elvtr. formerly owned by the Raymond P. Lipe Co. on account of making extensive repairs and alterations which include installing a new registering beam scale, widening the driveway, changing dumps from hand power to steam, also enlarging them so that we can handle all kinds of grain with greater speed and building an office. In the meantime we are taking care of the grain at the elvtr. formerly owned by Fred Kalmbach.—J. J. Thieroff, mgr. Maumee Valley Grain Co.

CINCINNATI LETTER.

Guy M. Freer and James A. Reilly were recently admitted to membership in the Chamber of Commerce.—Wm. C. Culkins, supt.

The first election of the recently organized Grain & Hay Exchange held May 22, resulted in the election of the following directors: Edward Terrill, J. W. Van Leunen, T. M. Gale, Ralph Gray, C. E. Nippert, August Ferger and Alfred Gowing.

The calendar of Gale Bros. & Co. for June is another reproduction of the famous landscapes by Lamasure showing a sunset at the "parting day." A verse on the calendar calls attention to the fact that Gale Bros. & Co. operate the only drier in Cincinnati.

Receipts of grain at Cincinnati during May included 15,000 bus. of barley, 557,626 of corn, 294,100 of oats, 12,339 of rye and 158,462 bus. of wheat. Shipments for the month included 10 bus. of barley, 196,708 of corn, 113,673 of oats, 5,031 of rye and 121,457 bus. of wheat.

TOLEDO LETTER.

Frank I. King has recovered from an attack of typhoid fever.

Chas. Rockwell & Co. are considering the erection of a concrete elvtr.

An announcement notifying the holders of No. 3 yellow corn certificates (contract grade) that owing to unfavorable weather the corn is now No. 4 yellow, and should be kiln dried to prevent further deterioration, was made May 21 by the East Side Iron Elvtr. Co.

Receipts of grain at Toledo during May included 822,300 bus. of wheat, 207,900 of corn, 108,000 of oats and 2,000 bus. of rye; compared with 94,000 bus. of wheat, 424,600 of corn, 258,000 of oats and no rye received in May, 1911. Shipments for the month included 594,700 bus. of wheat, 174,200 of corn and 67,900 bus. of oats; compared with 355,200 bus. of wheat, 174,400 of corn and 344,500 bus. of oats shipped in May, 1911.—A. Gassaway, sec'y Produce Exchange.

PROGRAM ANNUAL MEETING OHIO GRAIN DEALERS ASS'N.

The 33'd annual meeting and reunion of the Ohio Grain Dealers Ass'n will be held at Cedar Point, June 19-20, with headquarters at the "Breakers" Hotel. The meeting will be in the nature of a GENUINE SOCIAL REUNION.

Wednesday, June 19, 9 A. M.

Address of Welcome, Jas. A. Ryan, Sandusky. Response, H. S. Grimes, Portsmouth.

President's Address, E. C. Eikenberry, Camden.

Report of Sec'y and Treas.

Appointment of Special Com'ites on resolutions, auditing and nominations.

"A tribute to our late President, M. W. Miller," E. A. Grubbs, Greenville.

"Our Departed Members," H. W. Robinson, Greenspring.

Address—"The Work of the Crop Improvement Com'ite of Council of American Grain Exchanges," Bert Ball, Chicago, Ill.

Address—"Some Field Work on Crop Improvement Lines," Thos. P. Riddle, Lima, and possibly O. H. Benson, Specialist in charge of Boys and Girls Club Work, U. S. Dept. of Agriculture.

Address—"Federal Inspection of Grain," John F. Courcier, Toledo.

Address—"The Cincinnati Market; Its Requirements and Peculiar Features," H. Edward Richter, Cincinnati.

Adjournment at noon until 9:00 A. M. Thursday.

Thursday, June 20, 9:00 A. M.

Address—"Co-operation, the Miller and the Grain Dealer," Lee F. Graybill, Massillon.

Address—"The Farmer and the Grain Dealer," Hon. Renick W. Dunlap, Kingston.

Address—"Business Standards," Hon. O. T. Corson, Columbus.

During the sessions and in connection with the above addresses, discussion of the following topics is desired: Crop Improvement, movement and methods, Federal Inspection of Grain, Co-operation versus Competition, Right Standards, Business Honesty, The Farmer's Attitude toward the Country Grain Dealer, Scale Inspection and Repair Service.

Reports of Special Com'ites on auditing, resolutions and nominations.

Election of Officers.

Adjournment.

OKLAHOMA.

Lela, Okla.—J. C. Ferguson will make repairs on his elvtr. installing a dump.

Texhoma, Okla.—I have succeeded the Patton-Douglas Grain Co.—J. E. Patton.

Lahoma, Okla.—The Lahoma Grain Co. has installed a wagon scale.—R. M. Hiatt.

Carter, Okla.—The Elk City Mill & Elvtr. Co. of Elk City, will erect an elvtr. at this station.

Hunter, Okla.—Randels & Grubb are now closed but will open for business at an early date.

Piedmont, Okla.—The Piedmont Grain Co. has installed a new feed grinder.

Nash, Okla.—The elvtr. of Randels & Grubb at this station is closed but will open soon.

Byron, Okla.—The plant of the Kansas Flour Mill Co. is closed but will open at an early date.

Lawton, Okla.—I will open up my office at this station and close the one at Temple.—B. Robey.

Hydro, Okla.—The elvtr. of the Farmers Grain & Elvtr. Co. which burned May 20 will be rebuilt.

Kingfisher, Okla.—The Burrus Mill & Elvtr. Co. opened its elvtr. June 1 with F. F. Holstien in charge.

Hitchcock, Okla.—We are installing a new engine and repairing our elvtr.—C. McIntyre, McIntyre Bros.

Nash, Okla.—C. E. Moody, formerly with Wirt & Lyons at O'Keene is now located here as agent for same firm.

Tyrone, Okla.—The work of overhauling the elvtr. of Riffe & Gilmore was in charge of the P. H. Pelkey Constr. Co.

Hunter, Okla.—E. E. Wilson, mgr. of Pearson & Hayton was married recently, and congratulations are in order.

Braman, Okla.—The Braman Grain Co. has installed a 46 ft. Constant "Safety" Ball Bearing Manlift in its elvtr.

Ringwood, Okla.—Wm. Stone, successor to Stone & Walls, will build a 25,000 bu. elvtr., replacing the one burned Apr. 18.

Hitchcock, Okla.—I am putting in a new foundation and installing an Automatic Grain Meter in my elvtr.—W. B. Johnston.

El Reno, Okla.—We are putting a new roof on our mill and repairing both mill and elvtr.—O. R. Hooker, ElReno Mill & Elvtr. Co.

Pondcreek, Okla.—A new elvtr. will be erected by the Pondcreek Mill & Elvtr. Co., increasing the capacity of the plant to 130,000 bus.

Hitchcock, Okla.—The Marquis Grain Co. of Covington has completed the new 25,000-bu. ironclad elvtr. it has been building at this station and has equipped it with all modern machinery.

Cordell, Okla.—The Cordell Gin & Mlg. Co. will increase its storage facilities for grain and install a high pressure boiler at its plant, also making other repairs.

Fairmount, Okla.—Randels & Grubb of Enid have bot the elvtr. of Niehus & Benecke, both of whom have temporarily retired from the grain business.—A. J. M.

Enid, Okla.—All grain men in and around Enid predict 25,000,000 bus. of wheat for Oklahoma. Crop will start to move about July 1 and indications are that the berry will be of very fine quality.—L. A. K.

Cherokee, Okla.—We are installing new 10-h. p. motor, hopper scales, and are building concrete bottom coal bins, also making general repairs thruout the elvtr.—F. A. Hague, mgr. Farmers Federation, Inc.

Nardin, Okla.—The Newton Mlg. Co. is building a 12,000-bu. studded elvtr., the equipment to include a 20-h. p. International Engine, Sidney Corn Cleaner and Sheller, wagon and hopper scales. W. W. Culver has the contract.

Frederick, Okla.—We will succeed the Rinkle-Alexander Grain Co., J. B. Rinkle having retired from the firm. The business will be conducted by J. W. Alexander. Several scoop shovels are making preparations to get in the market here.—Alexander Grain Co.

Blue Jacket, Okla.—A. Chanley is not building an elvtr. as reported Apr. 25 in this column. Mr. Chanley is a farmer, five miles out in the country, and has built a custom chop mill with steel burr and 4-h. p. gasoline engine. The regular dealer is H. W. Cole of the Blue Jacket Grain Co.

OREGON.

The Dalles, Ore.—The recently completed seven story plant of the Wasco Warehouse & Mlg. Co. is absolutely fireproof, being

constructed entirely of concrete. The storage bins have a capacity of 200,000 bus. and the cost of the building and equipment will reach \$200,000.

Portland, Ore.—F. W. Swanton, who resigned as mgr. of the Columbia Mlg. Co. June 1, will enter the grain business with M. H. Doppmaier under the firm name of Swanton & Doppmaier Co. The new company will have offices in the Board of Trade Bldg. and will buy and sell grain and flour.

SOUTH DAKOTA.

Aurora, S. D.—The Farmers Elvtr. Co. is putting in a new set of outside scales.

Alpena, S. D.—The elvtr. of the Farmers Elvtr. Co. has been closed for the season.

Corsica, S. D.—The elvtr. of Wait & Dana is closed for the season and will be reopened in the fall.

PENNSYLVANIA.

Philadelphia, Pa.—Receipts of grain at Philadelphia during May aggregated 3,513,361 bus. compared with 783,210 bus. received during April.—C.

Philadelphia, Pa.—The brewers grain drying plant of J. M. H. Walters was recently damaged by fire to the extent of \$75,000. A blaze discovered in the early evening was thot to be extinguished but later broke out again and spread over the entire plant.

SOUTHEAST.

Suffolk, Va.—The Thompson, Everett Co. will build an elvtr.

Atlanta, Ga.—Joseph Gregg, Jr., of Jos. Gregg & Son, wholesale grain dealers, will be married June 15 to Miss Hilton Abby Toy.

Orlando, Fla.—W. W. Wright has presented a plan to the Board of Trade for the erection of an elvtr. and large warehouse in this city for the purpose of buying grain, hay and other products and stands ready to invest \$20,000 in the enterprise.

Thomasville, Ga.—M. H. Goodwin is out of the brokerage and grain business and we are the only brokers here. Our firm is composed of T. F. Crawford and myself and we operate under the name of the South Ga. Brokerage Co.—F. B. Archer.

TENNESSEE.

Memphis, Tenn.—We are not now in the grain business, devoting our time to the manufacturing and marketing of mixed feeds.—G. E. Patteson & Co.

Nashville, Tenn.—I. G. Coles, alleging that he has lost \$750 within the last 90 days thru speculations on the grain market thru the brokerage establishment of E. C. and H. E. Morrow, has brot suit in the Circuit Court to recover the amount.

Lynnville, Tenn.—The mill and elvtr. of the Lynnville Mill & Elvtr. Co. burned to the ground May 20, the loss amounting to \$30,000; partially covered by insurance. The fire originating in the shuck barn had gained considerable headway before discovery. R. A. Smith & Co., owners, built additions and installed new machinery last fall.

Nashville, Tenn.—The grain warehouse of the Hughes Warehouse & Elvtr. Co., containing a large amount of grain and hay, burned shortly before midnight May 21. The entire building covering about 2 acres of ground, was a total wreck, not a wall being left standing at the end of five hours. Loss \$200,000, the building being valued at \$75,000. Insurance on building \$37,000 while most of the contents are covered by a blanket policy. Among the firms suffering loss on hay and grain stocks stored in the building were Iowa Grain & Mlg. Co., City Grain & Feed Co., J. T. Beasley, Joel E. Kerr, the Just Mlg. & Feed Co. and the Hughes Elvtr. Co. Harry H. Hughes, mgr. of the company, says that an elvtr. will probably be erected at the plant of the Just Mlg. & Feed Co.

TEXAS.

Childress, Tex.—I am out of the grain business.—G. P. Albright.

Benonine, Tex.—W. H. Douglas has succeeded the Patton-Douglas Grain Co.

Pampa, Tex.—The Pampa Grain Co. will equip its elvtr. with a Hall Special Elvtr. Leg.

Groom, Tex.—The recently incorporated Farmers Grain & Elvtr. Co. is building an elvtr.

Krum, Tex.—R. L. Cole & Co. will install two Hall Signaling Grain Distributors in its elvtr.

Amarillo, Tex.—The main office of the Plains Grain Co. has been moved to this city from Groom.

Ft. Worth, Tex.—The Terminal Grain Co. will build a 50,000-bu. addition to its elvtr. this spring.

Groom, Tex.—The Farmers Elvtr. Co. has a Hall Signaling Grain Distributor and Hall Shaft Ratchet.

Vega, Tex.—An elvtr. will be erected at this station to handle the enormous crop of wheat now in prospect.

Seguin, Tex.—The Citizens Mill & Brokerage Co. is my successor, buying my business in November.—R. J. Willmann.

Palestine, Tex.—The Palestine Grain Co. will build an elvtr. and cornchop mill and is in the market for up-to-date machinery.

Hamlin, Tex.—I am mgr. of the Hamlin Elvtr. Co. which is a branch of the Stamford Mill & Elvtr. Co. of Stamford.—J. G. Van Steenwyk.

Ft. Worth, Tex.—We are building a 50,000-bu. elvtr., with chop mill, corn meal and mixed feed plant in connection.—M. M. Egan, mgr. Ft. Worth Grain & Elvtr. Co.

The Fort Worth Elvtrs. Co. of Fort Worth has issued a very comprehensive booklet, covering the rules and regulations governing grain and hay inspection at Fort Worth, as adopted by the Fort Worth Grain & Cotton Exchange, Dec. 15, 1911.

Shamrock, Tex.—W. A. Rose has let the contract for a new elvtr. to the P. H. Pelkey Constr. Co. The equipment will include a Eureka Scourer and Cleaner, a Richardson Automatic Scale, a safety manlift, a Fairbanks Engine and wagon scales. The engine room is detached and is very conveniently arranged to operate by one man. The elvtr. will cost \$4,600 complete.

Fort Worth, Tex.—The arbitration com'te of our Ass'n for the ensuing year is composed of A. B. Crouch, Temple, Kent Barbour, Fort Worth, and E. N. Noble, Sanger. L. G. Belew was re-appointed by Pres. Moore as the Texas member of the Tri-State Board of Appeals. The Trade rules of the Ass'n were revised and rewritten at our recent annual meeting and are now in the hands of the printer.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Ft. Worth, Tex.—The following were admitted to membership in the Texas Grain Dealers Ass'n at the recent annual meeting: Austin Mill & Grain Co., Brownwood; Carlton & Sehley, Gatesville; J. W. Cooper, Wortham; Hamilton Mill & Elvtr. Co., Hamilton; Hicks & Jordan, Crawford; Lawther-Burgher Grain Co., Dallas; Maracle Coal Co., Wichita Falls; E. L. Martin, Corsicana; Marlin Ins. & Com. Co., Marlin; Palestine Grain Co., Palestine; S. C. Potts, Anson; Seymour Mill, Elvtr. & Light Co., Seymour; Star Mlg. Co., Abilene, all of Tex.—G. J. Gibbs, sec'y.

UTAH.

Salt Lake City, Utah.—The C. A. Smurthwaite Grain & Mlg. Co. has moved its offices from Ogden to this city, being now located in the Peery Hotel Bldg.

Kaysville, Utah.—The Kaysville Mlg. Co. has let the contract for the erection of a 30,000-bu. addition to its steel storage elvtrs. to James J. Burke & Co.

WASHINGTON.

Bridgeport, Wash.—The mill and warehouse of the Bridgeport Mlg. Co., together with a warehouse of the Farmers Union, burned at 9:30 p. m., May 19, causing a loss of \$125,000. Both warehouses were full of wheat and were a total loss.

Guy sta., Albion p. o., Wash.—Two warehouses and the elvtr. of the Pacific Coast Elvtr. Co. burned at 1 a. m., May 19. The big elvtr. and the warehouses will be rebuilt at once according to Robert Kennedy of Portland, gen. mgr. of the Pacific Coast Co.

WISCONSIN.

Birnamwood, Wis.—Albert A. Gueller is my successor as mgr. for the H. E. McEachron Co.—Henry Stanke.

Merrillan, Wis.—The Farmers Elvtr. Co. has bot the elvtr. of the Cargill Elvtr. Co. and Alvin Young is in charge.

Elk Mound, Wis.—The Elk Mound Flax Co. has sold its equipment to the United States Flax Corporation for use in the plant at Le Roy, Minn.

Janesville, Wis.—Fifield & Co. has remodeled the old grain elvtr. of the C. & N. W. R. Co. which they have leased and will use it for coal storage.

Marion, Wis.—The H. E. McEachron Co. has bot the elvtr. of Potratz & Fuchs, who have gone into the farm implement business and I am mgr.—Henry Stanke.

Chaseburg, Wis.—The John Gund Brewing Co. has equipped its new elvtr. with a 46-ft. Constant "Safety" Ball Bearing Manlift. T. E. Ibberson has the contract.

MILWAUKEE LETTER.

The Lakeside Malting Co. has been incorporated to do a malting business.

Sec'y H. A. Plumb has reported that two more large malting plants are to be erected in this city, each one of which will use 1,000,000 bus. of barley annually.

Chief Grain Inspector Breed will not be required to trace lost or delayed grain cars on the C. M. & St. P. railroad until the present strike of the freight handlers and billing clerks is settled, according to the decision of the board of supervisors of grain inspection and weighing.

Wm. P. Walsh, Carl B. Mueller, Edwin A. Graff, Jr., and Richard H. Knowles have been admitted to membership in the Chamber of Commerce. Francis T. Furlong, Loyal Duncan and D. E. Sullivan have applied for membership and the certificates of Frederick E. Goes, Herman R. Mueller, deceased, Chas. E. Laib and E. A. Graff have been transferred.

T. L. Hansen, a leading member of the Chamber of Commerce, died May 28, after a lingering illness. Mr. Hansen was 72 years old and for a half a century has been identified with the grain and malting interests of this city. He had practically retired from business holding only the office of pres. of the Hansen Storage Co. at the time of his death. He is survived by one son and two daughters.

The Chamber of Commerce has issued over 1,000 invitations to a Crop Improvement Meeting to be held on the evening of June 10, in the Exchange room. Prof. R. A. Moore, head of the dept. of agronomy of the University of Wisconsin, J. C. Murray, chairman of the crop improvement com'te of the Council of Grain Exchanges, and Bert Ball, sec'y of the same com'te will be the speakers of the evening.

Work on the new storage plant to replace Elvtr. "B" which was destroyed by fire last October, is being pushed by the C. & N. W. Ry. Co. The foundation is being placed and workmen are busy day and night rushing the work to completion. The plant will be operated by the Rialto Elvtr. Co. in connection with Elvtr. "A," which is taking care of the business on the C. & N. W. Road at present at somewhat of a disadvantage, for lack of sufficient facilities.

Receipts of grain at Milwaukee during May included 518,650 bus. of wheat, 765,820 of corn, 991,800 of oats, 451,100 of barley and 66,000 bus. of rye; compared with 710,670 bus. of wheat, 475,730 of corn, 1,214,330 of oats, 763,100 of barley and 94,860 bus. of rye received in May, 1911. Shipments for the month included 298,712 bus. of wheat, 462,377 of corn, 565,085 of oats, 96,200 of barley and 48,860 bus. of rye; compared with 792,270 bus. of wheat, 405,950 of corn, 1,056,126 of oats, 524,242 of barley and 44,720 bus. of rye shipped in May, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

Grain Door Reclamation at Chicago.

It has long been the custom for Chicago shippers to provide grain doors and for the railroads to pay for them at the rate of 50c per door, which usually amounts to \$2 per car.

The shippers, it is alleged, have been in the habit of removing doors from inbound cars, changing the stencils, putting them on outbound cars and charging the railroads just the same, thereby getting something for nothing. The proportions of this graft, according to the railroads, have become serious, since, for instance, in Chicago alone there are 65 points where grain is loaded and unloaded at elevators and the business done annually at these places includes 150,000 cars with a cost of \$300,000 for grain doors.

The General Managers Ass'n of all the Chicago lines, asked an opinion of the Interstate Commerce Commission and received the following reply from Commissioner F. K. Lane:

There is no question in my mind but that a carrier may, and, in fact, should, undertake to furnish a fully equipped car for the carriage of grain. The provision of the law under which an allowance is made to the shipper who furnishes part of the service was really intended to give us control over certain charges arising out of railway practices that never should have become railway practices. If grain doors are necessary to the carriage of grain they should be furnished by the carrier, and a shipper has no right whatever to claim that he may provide such doors and receive an allowance therefor when the carrier itself undertakes to furnish such doors. Of course, if there is a profit coming to the shipper out of such doors and you make the allowance to one shipper and to the others furnish the doors yourself you are just rebating by the amount of that profit to a certain shipper. I think the view of the commission is that the entire car should be furnished by the carrier in proper shape for movement.

The railroads have appointed T. A. McNulty as a joint agent, one of whose duties it will be to superintend the collection of grain doors from inbound cars and to return them to the owners at a charge of 5c each.

Re-coopering, also, will be done under the jurisdiction of the railroads, which declare that in addition to the money saved it will be a much simpler matter to check and govern the operations of the agent than of a large number of individual shippers.

An order prohibiting the exportation of corn, millet and rice was issued by the head of the Bureau of Foreign Affairs in Chefoo, China, during March, owing to the large assembly of soldiers of the Republic at that port which caused a large consumption of grain. The embargo was placed to prevent a shortage of the grains mentioned and says: "As regards other grain, the regulation is the same as before. It is feared that wicked merchants may secretly export grain, and therefore it is necessary strictly to forbid all, both Chinese and foreigners, in order that there may be food for the soldiers and the people."

Feedstuffs

Winfield, Kan.—We have an immense yield of alfalfa hay, but farmers are stacking owing to light demand.—Daves & Daves Grain Co.

The Great Western Sugar Co., of Denver, Colo., has registered trade mark No. 62,431, which consists of the words "Honey Hay" in plain black-face type arranged in convex crescent form.

Minneapolis received 3,566 tons of feed and shipped 48,973 tons during May; compared with 1,862 tons received and 44,408 tons shipped in May, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

Baltimore received 1,039 tons of feed and shipped 20 tons during May; compared with 892 tons received and 78 tons shipped during May, 1911.—Jas. B. Hesong, sec'y Chamber of Commerce.

Milwaukee received 4,700 tons of feed during May, and shipped 19,151 tons; compared with 5,510 tons received and 22,116 tons shipped in May, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The plant of the American Mlg. Co. at Owensboro, Ky., upon which the company recently secured a blanket mortgage of \$350,000 to be used in improvements and repairs, has been shut down for an indefinite period, the company announcing that it deemed it advisable to discontinue operations at this point for a time.

The State of Indiana, which has a splendid law in every other respect, requires a special tag purchased from the State for every brand of feedstuffs. That is a great burden on the manufacturer, for, as one of our members expressed it, for the State of Indiana alone we must carry 38 kinds of tags. A ton of feed is a ton of feed and the tax is the same on all kinds of feed. One state tag or one state tax stamp should be made to cover any kind of feed. Instead of carrying 38 different kinds of stamps or tags for the state of Indiana one would do.—G. A. Chapman.

Cincinnati received 4,646 tons of bran and middlings during May and shipped 3,532 tons.—Wm. C. Culkins, supt. Chamber of Commerce.

Friends of Dr. J. K. Haywood have sent a strong letter to Sec'y of Agri. Wilson recommending his appointment to the U. S. Board of Food and Drug Inspection, in case of the possible reorganization of that body. The letter was signed by Benj. L. Purcell, W. J. Jones, E. J. Watson, A. P. Sandles and others.

Massachusetts has enacted a measure which follows closely the lines suggested by feed men for a federal law. The main provisions of the new statute are that it will be supported by an annual appropriation of \$6,000; that registration, but no fee, is required; that a protein, fat and fiber guarantee is necessary and that in case of prepared or mixed feeds the ingredients must be stated. The Massachusetts Experiment Station will have the law printed and ready to send out to the public within two weeks.

Heated denunciation of the inspection of wheat at Buffalo has been made by the millers of New York and Pennsylvania and they have decided, thru their ass'ns, to carry the matter to the Dept. of Agri. at Washington, on the ground that in dumping wheat mixed with dirt on the millers, the offenders are violating the Pure Food & Drugs Act.

Road improvement in Kansas will be promoted by the warning sent out by the postmaster-general that the patrons of a postoffice must keep up the roads unless they wish to run the risk of having the route discontinued. The following notice is being sent to each patron of a postoffice who lives on a rural route in the sunflower state: "The great economic advantage of good roads and the benefits derived by the residents of rural districts from the extension of mail delivery service should be sufficiently apparent to cause them to make every effort to maintain highways in proper condition. If the continuation of the service is desired the roads should be placed in condition to be traveled with facility and regularity."

MINIATURE ELEVATOR AND Show Booth.

When requested by the promoters of a show to prepare an exhibit for a festival week or town fair the local grain dealer often finds himself in a quandary. With the materials usually at hand it is difficult to contrive a float or booth that will typify his business.

The problem was solved very neatly by the Easton Grain Co., of San Angelo, Tex., by building a model elevator as well as the conventional booth, as shown in the engraving herewith.

Describing the miniature elevator, Manager A. C. Waters of the Easton Grain Co. says "Our miniature elevator was 5 ft. high over all, 3 ft. wide and 16 ins. deep. The bins are made of glass so that the grain can be seen running in and out at all times and from any angle. The bins are 8x8 ins. and 16 ins. deep. Grain can be delivered to any bin or discharged from any bin or can be drawn from and delivered to all bins at the same time.

"The elevator stand is 48 ins. high from boot to head over all, and 3½ ins. wide. Each leg is 1 in. deep; all outside dimensions. The elevator cups are ¼ inch deep and 3 ins. long and run at the rate of 50 revolutions per minute over 3-in. pulleys at head and boot.

"An electric motor of ¼-h.p. is used for power, running 1700 revolutions per minute, reduced to speed of elevator by two reductions. No trouble was experienced with the machinery; it ran as true as a top and for several hours at a time. Small electric lights in the elevator enable one to see everything in it. Each end of the head house is made of glass and the side is removable. We have glass in the pit and have glass in front of and back of the elevator leg. The glass of the leg is in a frame so it can be taken out to make adjustments."

In the booth were displayed the Easton Grain Co.'s sacked specialties, the company's calendars and flour sacks, with decorative effect. Here good things to eat were served to the people all the time by the two young ladies shown in the engraving herewith. A gas stove was kept going in the booth and the girls would



Show Booth and Miniature Elevator of Easton Grain Co., San Angelo, Tex.

cook their "goodies" there before the visitors. A number of good exhibits were in the show; but that of the Easton Grain Co. was declared by the promoters to be the best of all.

MISBRANDING AND ADULTERATION OF Food Stuffs.

More than the usual number of misbrandings and adulterations have been detected by the government in the past few months.

One of the worst cases, according to the chemists, was that in which the Dixie Peanut Co. shipped 48 bags of peanuts from Petersburg, Va., to Syme, Eagle & Co. at Chicago. The shipment arrived in two lots, one of 33 bags, labeled: "Virginia-3-Dixie Peanut Co., Petersburg, Va., 4091." The second lot, consisting of 15 bags, was labeled: "No. 3, Virginia, Dixie Peanut Co., Petersburg, Va., 4243." Examination of samples from each lot showed a large per cent of filthy animal and vegetable matter; worms, seeds, sand, sticks, stones, cigar snipes and rodent excreta. The U. S. District Court of Northern Illinois condemned the product as adulterated and ordered its destruction by the marshal.

In Kentucky 17 bags of rice in the possession of Davidson Bros., of Glasgow, were declared by the government to be misbranded in that the label read "100 lbs. Extra Fancy Rice 1053 Coated with glucose and talc. Remove by washing before using. Domestic 468. (stencil) Davidson Bros., Glasgow, Ky." The government alleged that the product, after transportation from Louisiana, had remained in the original unbroken packages and was misbranded in a manner to indicate that the rice was a high grade unbroken rice in good condition, when in fact the product was rice screenings composed of grains of rice finely broken, and the representation in the label was therefore false and misleading. The Burkenroad-Goldsmith Co. filed claim to the property, but no answer, whereupon the court, after declaring the product misbranded released the same to the claimants upon the payment of costs and the execution of a bond that the product should not again be sold contrary to law.

Information was filed in the U. S. District Court against the Edward Westen Tea & Spice Co., of St. Louis, alleging the shipment of a consignment of rice which was misbranded. The product was labeled: "Great Eastern—The Leader Beats All—RICE—Carolina Head. Put up by the Great Eastern Coffee & Tea Co., St. Louis, Mo." Examination showed that the product was coated with glucose and talc, (talc 24%). The court decided that the product was misbranded because the glucose and talc were not declared in the label, thus leading the purchaser to believe that he was getting pure rice. The defendant company pleaded guilty and paid a fine of \$100 and costs.

The condemnation and forfeiture of 100 bags of rice in the possession of Seabury & Co., of St. Paul, Minn., was also asked by government authorities. The product was labeled: "Extra Fancy Japan Rice coated with glucose and talc. Remove by washing before using. 100 lbs. net H B G." Examination showed that the rice was not rice grown in the Empire of Japan, as intimated in the label, but a common variety of domestic production. The term "extra fancy" was denounced, in that it placed too high an interpretation on the value of the product. The consignment came to St. Paul from P. E. Vallee & Co., at New Or-

leans, La. The court declared the rice misbranded, but made a provision that Seabury & Co. might regain possession by paying all costs and giving bond that the product should not be disposed of contrary to law.

A debonaire case of misbranding was unearthed when 100 packages of buckwheat flour put up by the Stillman Wright Co., of Berlin, Wis., were seized and examined by the government. The product was labeled: "5 lbs. Wright's old-fashioned buckwheat. Wright wrongs no man. Wright's Buckwheat. Wright's Mills, Berlin, Wis. BUCKWHEAT. Wright buckwheat is pure." The result of the analyses, however, showed an average gross shortage of 3.7% and 4.5% net shortage in weight. The defendant company pleaded guilty and paid a fine of \$25 and costs.

Misbranding of alfalfa meal was the charge brot against the Wash. Co. Alfalfa Mixed Feed & Mfg. Co., of Neb. Federal inspectors alleged that the product was shipped from Nebraska into Iowa labeled: "100 lbs., Alfalfa (Wash Meal Co., Trade Mark), Analysis: Protein 13%, Fat 2% Fibre 25%. The Wash. Co., Alfalfa M. F. & Mill'g Co., Fort Calhoun, Neb." (on tag) "Iowa Feeding Stuffs Law, 100 pounds, W. B. Barry, Commissioner, No. E. 333522." Analysis of a sample of the product showed the following results: Moisture, 6.67%; ether extract, 1.61%; protein, 15.44%; crude fibre, 32.11%. Misbranding was alleged for the reason that the label bore statements regarding the ingredients and substances contained in the product which statements were false and misleading, in that the product contained not 2% fat, but only 1.61% and not 25% fibre, but 32.11%. The defendant pleaded guilty and paid a fine of \$15 and costs.

Two lots of corn meal of 100 sacks each were found in the possession of J. T. Ginn & Co. and R. E. Pipkin, respectively, of Goldsboro, N. C. The corn meal in the possession of J. T. Ginn & Co. bore no label and examination of a sample showed it to be in a filthy and sour condition. The meal in the possession of R. E. Pipkin was labeled as follows: "Bolted 96 lbs. Petersburg Corn Milling Co., Manufacturers of White Pearl Meal Old Virginia Ground. D. B. Booth & Co., Proprietors, Petersburg, Va. White Pearl Meal." This meal was also moldy. Adulteration in the case of J. T. Ginn & Co., and both adulteration and misbranding in the case of R. E. Pipkin, was alleged. Misbranding in the latter case was charged because examination showed a divergence of 3% from the weight stated on the label. The court ordered the products to be sold by the marshal to the best advantage.

The government recently seized two shipments of corn meal in the possession of A. C. Watson & Son and Durst Andrews Co., respectively, of Greenwood, S. C. Each lot was labeled: "Choice water ground (design ear of corn) plain meal. Hazel Green Mills, Asheville, N. C. Guaranteed under Food & Drugs Act June 30, 1906, Serial No. 5988. Meal." The government chemists reported that the meal was not waterground, as electricity was used in its manufacture, and that the product was not manufactured by Hazel Green Mills but by another concern. The Asheville Ice & Coal Co., on being allowed to file answers in both cases, denied that the product was misbranded. The case came to trial before a jury, which rendered a verdict against the defendant on both counts, taking the ground that it did not matter whether or not the product manufactured by electric power

was the same as that manufactured by water. The two shipments were ordered sold by the marshal with a proviso that if the defendant wished to pay the costs he might regain possession of the goods, upon signing a bond that they would not again be disposed of contrary to law.

ELEVATOR PROBLEM IN INDIA.

The revised financial statement of the Punjab for the fiscal year ending March 31, 1913, contains a provision of two lakhs of rupees (\$64,880) for the erection of a wheat elevator at Lyallpur. Lyallpur is the seat of the Punjab Agricultural Experiment Station, and it is stated as well that storage accommodation was insufficient during the past year. The estimate adds:

It is hoped that, if the Government leads the way, private enterprise may be directed to this channel, which has been found so useful in America, not only for the storage of wheat but also enabling the cultivator to get it properly classified and to obtain credit for his produce without putting it immediately upon the market. The success of the venture can not be assured without the co-operation of the Northwestern Railway and of the port authorities at Karachi; but if it is demonstrated that the elevator system is suitable to the requirements of the great wheat-producing tracts in the Punjab, it will clearly be to the interest both of the railway and of the port to provide facilities for export in bulk.

"I am of the opinion that this will be the entering wedge for the construction of elevators in Northwest India. The opponents of the system claim that no trust can be placed in the probity of the persons placed in charge of the elevators and that false certificates will be responsible for more trouble than is found in the present system. Certain exporters in Karachi by long residence, etc., have acquired facilities for handling export wheat which are superior to those of the later comers and do not wish to see their competitors placed on an even footing. Furthermore, the Port Trust has been committed to a very large expenditure for additional stacking grounds for export, and they are loathe to admit that this expenditure (about \$1,297,600) is practically wasted. Although a local firm last year requested a site in the Karachi Harbor for erecting an elevator at its own expense, permission was refused by the Port Trust.

"It is very probable that this work at Lyallpur will be placed in the hands of the Public Works Department, altho this is not certain. Further information in regard to this work will probably be given out later by the Financial Secretary at Lahore."—United States Consul Stuart K. Lupton, of Karachi.

Broom corn was handled at Wichita last year to the extent of 65,000 tons, amounting in value to several million dollars. The city has eighteen broom corn concerns, which employ 400 people, of whom 175 are traveling men who cover the entire southwest to buy the product from the fields. Broom corn is dealt in by 20 brokers and has come to be a staple in the commission and jobbing business of Wichita, yet it has been only eight years since the second broom corn concern located in the city. Three years ago the city became the leading broom corn market of the world and has never since had a rival in the field. Several new firms will locate there within a few months, according to report.

Grain Carriers

The Pomerene Bs/L bill, now before Congress, has been given full endorsement by the Millers National Federation.

Orders for freight cars amounting to 15,000 and 2,500 will be placed by the Penna. Ry. and the Ill. Cent. Ry., respectively.

A \$20,000 appropriation for the continuance of the international waterways commission was refused by the House Com'te at Washington, June 3.

The usual July meeting of the National Industrial Traffic League will be held at the Hotel Cadillac, Detroit, Mich., Wednesday and Thursday, July 17 and 18.

E. Morris, chairman of the Central Frt. Ass'n, has called a meeting for Monday, June 17, at the Heisen Bldg., Chicago, to discuss the question again of an advance in grain freight rates in Illinois.

A new grain route between Port McNicholl on Lake Huron and Peterboro, Ont. will be established when the recently constructed branch line of the Canadian Pacific opens some time this month. Grain will arrive at Port McNicholl by steamer and will travel over the new railway direct to Montreal via Peterboro.

Decision that the Louisville & Nashville Ry. shall permit milling in transit at a cost not exceeding half a cent a hundred pounds is the outcome of a plea made by the Southern Illinois Millers Ass'n before the Interstate Commerce Commission. The Commission held that the rates on grain products from southern Illinois mills to the Atlantic seaboard were not unreasonable or discriminatory in favor of St. Louis mills.

The decision of the Illinois court awarding Nathaniel T. Kirby, of Springfield, Ill., damages to the amount of \$4,200 against the C. & A. R. R. Co. for delay in transportation of a carload of horses to New York for sale at Madison Square Gardens on a certain day in 1906, was reversed by the U. S. Supreme Court, May 27, on the grounds that a special contract to expedite a shipment is void because it is a privilege not specified in the published tariffs.

Restoration of the necessary funds to support the Commerce Court has been made by the Senate com'te on appropriations, following the recent attempt to legislate the court out of existence by cutting off the appropriation. The expense allowance of \$1,500 formerly given to each judge, however, was dropped as were also the funds for traveling expenses. Friends of the Commerce Court are rejoicing over the com'te's action in giving the institution a fresh chance to prove its worth.

To collect a claim for overcharge on freight amounting to \$178 against the Missouri Pacific R. R. Co. which he has been trying to collect for nearly four years, Will Andre of Grand Ledge, Mich., attached a freight car of that company, May 25, in the yards at Grand Ledge. Ever since the shipment was delivered to the consignees, Mr. Andre has been trying to secure a settlement of the overcharge, without success and finally commenced to keep his eyes open for some of the railroad company's property and a few days ago discovered the freight car, which is valued at \$600.

Fifty locomotives have been bot by the Burlington Ry. from the American Locomotive Co., while inquiries for 100 has been made by the Boston & Maine, 80 by the Pere Marquette and 25 by the Kansas City Southern.

The Northwestern Elevator Co. of Minneapolis, Minn., is attempting in a test case to collect \$1,000 on alleged shortages in 60 carloads of grain. The testimony of Geo. H. Eddy, a clerk of the company, tracing grain shipments made in the season of 1909-10 from the northwest into Minneapolis and Duluth, was heard June 6 in the district court of Judge Wilbur F. Booth.

Railroads must furnish adequate transportation facilities for shippers, according to the old common law requirement, and the potency of this understanding is in no manner weakened by the reciprocal demurrage act passed in 1907. This is the gist of an opinion given by the Minnesota Supreme Court in a case brought against the Great Northern Ry. The court found in part as follows: The right to invoke the common law remedy to recover damages for the unreasonable failure of a carrier to furnish cars, without a written demand therefor, in the absence of contractual relations, is a valuable one and it cannot be assumed that the Legislature intended to abrogate it unless such intention is clearly expressed. We hold that the common law rights of shippers have been in no manner decreased by the reciprocal demurrage law.

Charges have been made against the C. P. Ry. by C. B. Watts, sec'y of the Dominion Millers Ass'n before the Board of Railway Commissioners. He alleges that the C. P. Ry. has discriminated against grain for local use ordered by Ontario millers at the head of the lakes in favor of grain for export, that an embargo was placed by the C. P. Ry. from Mar. 8 to Apr. 23 on grain in C. N. R. and G. T. P. elvtrs., and that no adequate facilities exist for handling grain at the head of the lakes. In the testimony the railroad officials declared that an agreement was arrived at forbidding elvtrs. to take grain from other railroads than those in which they were interested, in order to prevent the switching of cars from one track to another and the consequent delay in despatching cars to the west. The new arrangement, it was stated, was for the purpose of relieving congestion and was not intended to aid in establishing an embargo.

Reparation in the sum of \$34.88, with interest from Feb. 1, 1911, has been ordered paid by the Great Northern Ry. to R. R. Black, a grain shipper, following a recent hearing before the Interstate Commerce Commission. The case grew out of the shipment of a car of corn from Sioux City, Ia., to Hinsdale, Mont., a distance of 950 miles, on which \$132 charges were collected at a rate of 30c for 44,000 lbs. Later the carrier presented and collected a supplemental freight bill for \$68.56 based upon a rate of 46c, thus making the total charges collected \$200.56. The complainant assailed the rate of 46c as unreasonable so far as it exceeded the eastbound rate of 30c contemporaneously in effect between the same points. He pointed out that the rate in question was in excess of the rates maintained by the defendant and other companies in the same region for the same commodities for a like distance. In addition to ordering the payment of reparation, the Commission ordered the establishment of a rate of 38c on westbound shipments from

Sioux City to Hinsdale, this being the average of westbound rates maintained by other carriers between similar points for the same distances.

The Commerce Court may pass only on points of law and not on facts, according to a decision June 7 of the U. S. Supreme Court, which held that no "new and strange" powers had been delegated to the Commerce Court, but that it had been created merely for the purpose of taking a burden from the circuit courts. The rulings of the Interstate Commerce Commission, so far as questions of fact are concerned, may not in the future be reversed by the Commerce Court.

CROP IMPROVEMENT.

A special North Dakota Better Farming exposition train of ten cars is being run over the Northern Pacific system in North Dakota under the auspices of the Farmers Institute Board and the state college of Agri.

The Upper Peninsula Pure Bred Seed Grain Ass'n of Michigan has completed the first year of its organization and reports splendid results, the demand for pure bred seeds being much greater than the supply.—F.

To improve the wheat crop of Missouri the Southwestern Missouri Millers Club, which met in Springfield May 16, appointed a com'te to disseminate information among the farmers before the next seeding and to work in co-operation with the Crop Improvement Com'te.

Plans, backed by the Dept. of Agri., are under way to organize crop improvement work in the northern states on the principal which has worked out so successfully in the south in connection with the cotton crop. Here the ablest farmer in each county was selected to visit his neighbors and impart to them the wisdom responsible for his success and the U. S. Dept. of Agriculture now has more than 800 such farmer agents in the cotton states, all of whom are doing good work.

Prizes for the largest 1912 corn yield to the acre in each county in Illinois, in three divisions and in the state as a whole will be given by the bankers of the state, who are co-operating with the Top Notch Farmers Club in raising funds to boost crop improvement work. J. K. Dickirson, sec'y of the Illinois State Board of Agri. and treas. of the Top Notch Farmers Club, who has headquarters at Springfield, has been appointed general receiver of contributions.

The Grain Dealers Journal is O. K. and we enjoy reading it.—S. T. Thompson, pres. of the Farmers' & Merchant's Grain Co., Holyoke, Colo.

I think that the Grain Dealers Journal is one of the best papers I ever read and I enjoy reading it so much that I would not be without it while in the grain business.—L. N. Yarbrough, Bangs, Tex.

The cotton corner case involving James A. Patten has been restored to the docket of the U. S. Supreme Court, where it will remain until Oct. 15, the date reassigned for hearing. The case arose in New York under the Sherman anti-trust law.

During the nine months prior to Apr. 1 we exported 104,905,890 lbs. of glucose, 17,787,644 galls. of corn oil and 173,047 galls. of linseed oil; compared with 103,011,670 lbs. of glucose, 16,753,580 galls. of corn oil and 121,134 galls. of linseed oil, in a corresponding period during 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

FUTURE TRADING SUSTAINED BY COURT.

The Supreme Court of Michigan on Mar. 12 decided in favor of E. B. Cadwell & Co., brokers of Detroit, Mich., in their suit against the estate of Robert C. Lean, a speculator, to recover on a note given by the latter to margin his trades.

When Lean died Cadwell & Co. presented their claim to the administrators of the estate, but it was denied by the commissioners on claims, and on appeal to the circuit court the brokers likewise met defeat.

Reversing this decision and granting the brokers the full amount of their claim the Supreme Court said.

The method of doing business was as follows: Lean would order his brokers to buy (or sell) for his account 5,000 bushels of wheat. This order was by the brokers transmitted to their Chicago broker, who executed it upon the floor of the Board of Trade and sent a confirmation of the execution of the order to Lean's Detroit brokers. Later Lean would order his brokers to sell (or buy) an equal amount of wheat, which order was executed in like manner. The two transactions would result in canceling each other, so far as the amount of wheat was concerned. But for the execution of these two orders the Chicago broker charged Cadwell & Co., \$6.25, which they in turn charged to Lean. So that if Lean bought and sold at the same figure he would still lose \$6.25 on each 5,000 bushels bought and sold. If he was able to sell wheat at one-eighth cent per bushel higher than the price at which he bought, he would come out even; if at a greater advance, he would make money; but if at a less advance, he would lose. During the month of June, and up to July 6, 1908, Lean continued to trade through his brokers in the manner above described. His operations then ceased, and it was found that he was indebted to Cadwell & Co. in the amount of \$313.64. He thereupon renewed the initial note given by him and included therein the total amount of his indebtedness to them.

The defense set up is want of consideration; the claim being that the note was given in consideration of a gambling debt. The defendant estate offered no testimony. The claimants, through one of the partners, testified that they acted as agents and brokers for Lean, and that each order of his, whether for buying or selling, was actually executed through their broker upon the floor of the Chicago Board of Trade, and that actual delivery of the grain bought or sold was contemplated by themselves and their agents. That the legal obligation to so receive or deliver followed each transaction is not open to question. There is no testimony in this record to indicate that Lean himself regarded these transactions as gambling contracts; and the testimony that the claimants and their Chicago agents did not so regard them is conclusive. To warrant the jury in reaching the conclusion which they did reach, they must have found that, when the contracts were made, it was the intention of both Lean and the claimants to settle their differences upon the basis of the difference in the contract price and the market price at the time of settlement. This record is absolutely barren of evidence which would sustain such a finding. The mere fact that, after ordering his brokers to buy 5,000 bushels of wheat, Lean at a later date ordered them to sell a like amount, and repeated this operation from time to time, has no legitimate bearing upon the legal character of the contracts. Such contracts are made hourly upon the floor of every stock exchange in the country.

Intention.—C. L. § 11,373 makes the intention of the parties entering into the contract the controlling factor, and contracts only are by that section made void where there is no intention of receiving and paying for the property bought, or of delivering the property sold. This statement includes both parties to the contract, and the absence of intention on one side only, even if proven (which it was not in the case at bar), will not serve to void the contract. C. L. § 11,374 defines the duties of brokers, and the record discloses that claimants carefully complied with all statutory requirements.

A clearer view may, perhaps, be obtained of the matter here in issue if we suppose that, instead of losing, Lean's operations through his brokers had shown a profit. Suppose Lean or his estate had brought suit for such profits, and the

brokers had set up the defense that the contracts were of a gambling nature, and therefore void. Lean's answer to such a position would unquestionably be: "It makes no difference to me what your intentions were in the premises, I gave you orders to make actual sales and purchases, which you have made for my account, and the resulting profits do not flow from a gambling transaction, but from the exercise by me of a wise business judgment in a series of actual purchases and sales."

Good Faith of One Party.—We have lately held (Goodspeed v. Smith, 162 Mich. 641, 127 N. W. 813) that even the keeper of a bucket shop, who operates in direct violation of law, cannot set up in his defense that his contracts are gambling contracts, where the other party dealt with him in good faith and with the intention of actually receiving and paying for the stocks purchased.

Our views, as indicated above, find abundant support in the following authorities: Gregory v. Wendell, 39 Mich. 337; Chicago Board of Trade v. Christie, 198 U. S. 236; Ward v. Vosburgh (C. C.) 31 Fed. 12; Ponder v. Jerome Hill Cotton Co., 100 Fed. 373; Board of Trade v. Kinsey Co., 130 Fed. 507; Cleage v. Laidley, 149 Fed. 346; Barnes v. Smith, 34 N. E. 403. Claimants were entitled to a directed verdict for the amount of the note and interest.

DAN CUPID ON A GRAIN CAR.

Dan Cupid butted into the grain trade recently when Miss Marie Sleeth of Malott Park, near Indianapolis, Ind., hauled eastward and married Robert C. Wallin, a handsome, but lonely, western cow-boy. You see, it was this way: One year ago in Morristown, Ind., Miss Sleeth, in company with a crowd of other girls, wrote her name on a car of grain, taking great pains with her chalkmanship, in order that any chance reader might have no trouble in making out the letters.

In due time the railroad noticed the car on the siding, picked it up, hauled and pushed it thru the Mississippi valley and dropped it on another siding out in the middle of Oklahoma. Robert, having nothing to do until tomorrow, rode into town with the boys to rid himself of "loneliness," but the first thing he noticed was the car of grain with the funny chalk marks over the side. He leaned down in his saddle and tried to make out the scrawls. His heart leaped up when he discovered that they were girls' names. He would write!

He did, picking out Miss Sleeth's name on account of the superior chalkmanship. He got an answer, and things went from bad to worse until they culminated in a happy marriage down in Indiana. The couple will return to Oklahoma to devote the rest of their lives to convincing modern authors that all the romance in the grain business does not center around the wheat and corn pits.

New members admitted to membership in the Grain Dealers National Ass'n since the convention at Omaha number 140.

Principal cereals still in the hands of the producers in Germany on Mar. 1 were as follows: Wheat, 20.2%; rye, 22%; oats, 31.1%; barley, 16.5%. In 1911 the figures were: Wheat, 22.08%; rye, 26.9%; oats, 35.9%; barley, 23.2%; according to estimates made by the German Agricultural Council and published in the Imperial Gazette. The reason for the comparatively small amount of grain in the farmers' hands this year lies in the early ripening of the crops last year, resulting in early marketing, and the great drouth which depleted the fodder stocks and compelled farmers to buy outside supplies. The small proceeds from the sale of beets created a demand for ready money and they had to realize on their grain. The drouth also caused large quantities of rye to be used as fodder.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The wheat situation, in our opinion, is a remarkably strong one. When the price was \$1.00 per bu. a year ago the country was pouring wheat into Chicago, but this year, with the price at \$1.15, the meager receipts indicate an exhaustion of old reserves, and when harvest comes the country will be drawing wheat from Chicago instead of shipping it to that market, because of enormous loss in the soft winter wheat crop.

**Consignments of Grain
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Also orders for wheat
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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C. I. & L. gave rates, effective June 9, on grain from Alida, Haskell, La Crosse, Otis, Schummels, South Watah and Westville, Ind., to Youngstown, O., 11½c.

Erie gives rates, effective June 10, on ex-lake grain from Buffalo, N. Y., to points taking Albany rates; barley, 4¼c; corn, 5¼c; flaxseed, 5½c; oats, 3¼c; rye, 5½c; wheat, 6c per bu.

C. Gt. W. in Sup. 16 to GFD14879A6 gives rates, effective May 27, on grain and grain products between St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn. and Ia., Mo., Kan. and Neb. points.

C. & A. gives rates, effective June 1, on malt from Hannibal, Mo. to Kansas City, Mo., 7c; oil cake and oil meal (linseed) from Hannibal, Mo. to Kansas City, Mo., 6½c; malt from Hannibal, Mo. to Jefferson City, Mo., 7c.

C. Gt. W. in Sup. 14 to GFD14854 gives rates, effective June 1, on grain products from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn. and other stations on the C. G. W. to stations on the C. Gt. W. and connections.

M. St. P. & S. S. M. in GFD14941 gives rates, effective June 1, on grain from Minneapolis, Minnesota Transfer, Duluth, Minn. and Superior, Wis. (when from beyond), to Ohio river crossings and Ill., Ind., Ky., Mich., N. Y. and O. points.

C. Gt. W. in Sup. 9 to No. 36-A gives rates, effective June 1, on grain, grain products, flaxseed and millet seed between Chicago, Ill. and stations in Ill. and Ind. taking same rates, also stations on the C. G. W. and connections in Ia., Kan., Minn., Mo. and Neb.

C. Gt. W. in Sup. 8 to No. 36-A gives rates, effective May 27, on grain, grain products, flaxseed and millet seed between Chicago, Ill. and stations in Ill. and Ind. taking same rates and stations on the C. Gt. W. and connections in Ia., Kan., Minn., Mo. and Neb.

Wabash in Sup. 16 to No. A5003 gives rates, effective May 23, on grain and grain products from Kansas City, Mo., Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., also from St. Joseph, Mo. and Elwood, Kan. to Ill., Ind., Ia., Minn., Mo. and Wis. points.

C. Gt. W. in Sup. 16 to GFD14889 gives rates, effective June 1, on grain, cottonseed cake, cottonseed hulls, cottonseed meal, seeds and hay between stations on the C. G. W., C. N. and W. C. F. & N. Rys. and St. Louis, Mo. and East St. Louis, Ill., and stations taking same rates.

C. Gt. W. in Sup. 6 to GFD15159 gives rates, effective June 5, on grain products and seeds and articles taking same rates between East Dubuque, Ill. and stations on the C. G. W. and connections, (applying only on shipments originating at or destined to points east of the Ill.-Ind. state line).

M. & St. L. gives rates, effective June 1, on rye from Carver, Chaska, Eden Prairie, Waseca, Waterville, New Richland, Jordan, Minn., and rate points to Cincinnati, O., Evansville, Ind., Hamilton, O., Jeffersonville, Ind., 19½c; Louisville, Ky., 20½c; New Albany, Ind., 19½c; Piqua, O., 19½c; grain and grain products from Minneapolis, Minnesota Transfer and St. Paul, Minn. to Chicago, Ill., Chicago Heights, Lockport, Peoria, Pekin and South Bartonville, Ill. (when originating at Hopkins, Minn.) flaxseed and articles taking same rates, 14½c; wheat and articles taking same rates, 12c; corn and articles taking same rates, 12c (rates from Chicago Heights and Lockport, Ill., apply on wheat only); wheat from Minneapolis, St. Paul and Minnesota Transfer, Minn. (when originating beyond), to Leslie, Tremont and Menert, Ill., 13½c.

Ill. Cent. gives rates, effective June 1, on wheat between Mt. Vernon, Ill. and Marion, Ill., 5.8c; grain and articles taking same rates from Mt. Vernon, Marcoe, Ryder, Waltonville, Scheller, Ill. to Belleville, East St. Louis, Ill. and St. Louis, Mo., 7c.

C. Gt. W. in Sup. 7 to GFD15170 gives rates, effective June 1, on wheat, corn, barley, oats, rye, flaxseed and millet seed between Bloomington, Jacksonville, Peoria, Petersburg, Rock Island and Springfield, Ill. and stations taking same rates as Peoria, Ill.

M. St. P. & S. S. M. in Sup. 4 to GFD11250 gives rates, effective June 1, on wheat from Minneapolis, Minnesota Transfer and St. Paul, Minn. (when originating beyond), and Duluth and Superior, Wis. (when originating beyond), to Alton, East St. Louis, Granite City, Quincy, Ill. and St. Louis, Mo., 14c.

Mo. Pac. in Sup. 5 to No. 2385A gives rates, effective June 12, on grain and grain products between St. Louis, Carondelet, East St. Louis, Cairo, Gale, Thebes, Chicago, Joliet, Lockport, Peoria, Ill., Memphis, Tenn. and points taking same rates and Ark. and Okla. points on St. L. I. M. & Sou. and connections.

C. Gt. W. in Sup. 7 to No. 28-A, effective June 4, announces local and joint freight tariff showing rules, regulations and charges governing grain, grain products and seeds, milled, cleaned, clipped, mixed, malted, stored, manufactured or shelled at stations on the C. Gt. W. and Manchester & Oneida Ry.

C. & N. W. gives rates, effective May 28, on grain and grain products from Yankton, Mission Hill, Volin and Wakonda, S. D. to Cairo, Ill., proper, wheat, 26.5c; corn, oats, rye and barley from Mission Hill, Volin, Yankton and Wakonda, S. D. to Cairo, Ill., proportionately (applying to Carolina and southeastern territories), 22c.

C. B. & Q. in Sup. 4 to GFO1346-D gives rates, effective (state), May 4 (interstate), June 10, on wheat and corn between Elsberry, Apex, Foley, Winfield, Brevort, Old Monroe, Firma, Peruque, Kampville, Seeburger, Mo. and Seehorn, Hulls, Shinn, New Canton, Brewster, Hortons, Rockport, Stark Nursery, Moores and Pike, Ill.

C. B. & Q. in Sup. 7 to GFO6786-B gives rates, effective June 3, on grain and grain products from stations on the C. B. & Q. and C. A. & De K. in Ill., also Mississippi river points, Dubuque, Ia. to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah and Louisville, Ky.

C. St. P. M. & O. in GFD1779H gives rates, effective June 1, on grain and grain products from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Superior East End and Itasca, Wis. (applying only on shipments originating beyond), to St. Louis, Mo., East St. Louis and Springfield, Ill., and other points in Ill. and Mo.

C. Gt. W. in No. 68-B gives rates, effective June 1, on grain, grain products, flax and millet seed from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn. to Chicago, Ill. and stations on the C. G. W. Ry. in Ill. and Ia. taking same rates; also St. Louis, Mo., East St. Louis and Peoria, Ill. and other stations in Ill. and Ia.

Trunk Line Ass'n will give a summer rate of 4½c on wheat and corn (ex-lake) from Buffalo to New York and Boston for export, to continue in effect from July 1 to Sept. 30. The rate granted this year is half a cent higher than the one made for the same period last year which resulted in such a heavy movement of wheat and corn via Boston.

C. B. & Q. in Sup. 24 to GFO1800-B gives rates, effective June 1, on grain, grain products, broom corn, seeds and articles taking same rates between stations on the C. B. & Q. lines west of the Missouri river and the R. C. B. H. & W. and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn. and stations taking same rates, also other points on lines east of the Missouri river.

C. & A. gives rates, effective May 27, on grain and grain products from Atchison, Elwood, Kansas City, Mo., Leavenworth, Kan. and St. Joseph, Mo. (when originating beyond), to Newport News, Pinners Point and Norfolk, Va., for export.

C. M. & St. P. in Sup. 1 to GFD6080F gives rates, effective June 1, on wheat, corn, rye and oats from stations in Minn. (originating beyond), to Ill., O., Ind. and Ky. points; also grain from Rock Island, Moline, Ill. and Davenport, Ia., to Cairo, Ill., 8c (applies only on shipments which originated beyond and destined to points in southeastern territory).

W. H. Hosmer, agt. for Ill. Cent. and other lines, gives a rate of 22½c, effective June 15, on grass, Hungarian, meadow fescue and timothy seeds to Algiers, La., Galveston, Tex., Westwego, La., and other gulf ports for export to Europe, Asia and Africa from Chicago, Milwaukee, Springfield, St. Louis, Cairo, Louisville, Cincinnati and Evansville.

Mo. Pac. gives rates, effective June 12, from Cowley, Glade and Big Bend, Kan., to Little Rock, Ark., and rate points, wheat, 31.25c; corn, 26.75c; flaxseed, 33.5c; (from Glade and Big Bend, rates on flaxseed, 34c). June 18, barley, corn and rye from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., to Sioux City, Ia., and rate points, 15½c.

Mo. Pac. in No. 1258E gives rates, effective May 29, on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Ia., Elwood, Kan., and points taking same rates to Mo., Ill., Tenn., La., Ala., Fla. and Miss. points, also between upper and lower Missouri river points.

Soo gives rates, effective June 1, on grain and grain products from Minneapolis, St. Paul, Minnesota Transfer, Minn. to Lake Gogebec, Matchwood, Mich., 14½c; barley corn (including kafir), grain screenings, oats, mill refuse, rye and spelt from Minneapolis, Minnesota Transfer, St. Paul, Minn. (when originating beyond), to Alton, East St. Louis, Granite, Ill., St. Louis, Mo., 10½c.

C. B. & Q. in Sup. 5 to GFO1362-G gives rates, effective June 1, on grain, grain products, seeds and articles taking same rates between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., La Crosse, Wis. and stations taking same rates, and Ky., Ind. and Ill. stations, also west bank Mississippi river points (Dubuque, Ia. to St. Louis, Mo., inclusive), and Green Bay and Kewaunee, Wis.

R. I. gives rates, effective June 1, on wheat from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Galveston, Tex., Mobile, Ala., New Orleans, Port Chalmette, La., Texas City, Tex. and Westwego, La., 19½c; corn, bran, rye, oats, shorts, kafir corn and barley from Council Bluffs, Ia., Omaha and South Omaha, Neb. to Galveston, Tex., New Orleans, Port Chalmette, La., Texas City, Tex., Westwego, La., 18½c.

C. St. P. M. & O. gives rates, effective June 1, on malt to Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo. from Mankato, Minn., 13.75c; Sioux Falls, S. D., 17.5c; from St. Paul, Minneapolis, Minnesota Transfer, Minn. to Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., Nebraska City, Neb., 13.75c; malt, from Sioux Falls, S. D. to Falls City and Nebraska City, Neb., 17.5c; flaxseed, grain and grain products between St. Paul, Minneapolis, Minnesota Transfer and Jump River, 12c; Lynch, 13c; Gilman, Bellingier, Cotter and Stanley, Wis., 10c; from St. Paul, Minneapolis and Minnesota Transfer, Minn. (when originating beyond), to East St. Louis, Ill. and St. Louis, Mo., wheat and buckwheat, 14c; flaxseed, hulls, screenings, millet seed, flax, bran, refuse and flax shives, 14c; barley, corn, elvtr. dust, floor refuse, oats, oat clips, hulls, rye, spelt, kafir corn, grain screenings, malt and malt sprouts from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Superior East End and Itasca, Wis. to Marshfield and Elroy, Wis., 7.5c.

C. Gt. W. in No. 84A gives rates, effective June 1, on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn., to Brookport, Cairo, Ill., Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind., and Thebes, Ill., wheat and buckwheat, 15c; barley, corn, kafir corn, oats, rye and speltz, 12.5c (applies only on shipments originating beyond and destined to southeastern and Cairo territory).

C. B. & Q. gives rates in Sup. 24 to CFO3200-B, effective June 1, on grain products, seeds and articles taking same rates, between Kansas City, Parkville, St. Joseph, Independence, Mo., Leavenworth, Atchison, Kan., Nebraska City, Omaha, South Omaha, Neb., Sioux City, Pacific Junct. and Council Bluffs, Ia.; also between above stations and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn. and stations taking same rates; also stations in Ia. and Mo. and stations on the Gt. Nor.

C. M. & St. P. gives rates, effective May 27, on cereal products, including oil cake and oil meal, from Boone and Des Moines, Ia. to Minneapolis, St. Paul, Minnesota Transfer, Minn., 12.5c; Duluth, Minn. and Superior, Wis., 17.5c; feed, wet brewers' glucose or distillers' dried grain, gluten feed, brewers' refuse and barley sprouts, corn feed, molasses feed and sugar meal from Milwaukee, Wis. to Greenleaf, Midway, De Pere and Green Bay, Wis., 8c; wheat, rye, oats, barley, corn and millstuff to Rockford, Ill., 20c; Freeport, Ill., 20.5c; Fulton, Ill., 22c; Rock Island, Ill., 23c; Platteville, Wis., 22c; Janesville, Wis., 19.5c; La Crosse, Wis., 19.5c; Fond du Lac, Wis., 18.5c; Neenah, Wis., 15c; Oconto, Wis., 14.5c; Iron Mountain, Mich., 14.5c.

C. Gt. W. gives rates, effective May 27, between St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn. and Atchison, Kan., flaxseed and millet seed, 23.5c; southbound, 14c; wheat, 14.75c; corn, oats, rye and barley, 13.75c; between Chicago, Ill. and Acme (formerly Riverside) Mills, Flint Junction and Urbandale, Ill., wheat and articles taking same rates, 13.9c; corn and articles taking same rates, 12.5c; flaxseed and articles taking same rates, 18.5c. June 1, grain and grain products from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn., to Brookport, Cairo, Ill., Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind. and Thebes, Ill., wheat and buckwheat, 15c; barley, corn, oats, kafir corn, rye and speltz, 12.5c (rates apply only on shipments originating beyond and destined to southeastern and Carolina territories).

Special trains to the Kansas City convention of the National Hay Ass'n, July 16-18, have been arranged from Cleveland, O., and 6 other groups, and are described in a folder issued by J. Vining Taylor, sec'y, Winchester, Ind.

Grain growing in Alaska is practicable on an extended scale, according to Prof. C. C. Georgeson, who has charge of the Alaska Agricultural Experiment stations, in his recent report to Sec'y of Agriculture Wilson. In the course of his experiments he has produced a number of hybrid barleys by crossing varieties excellent in themselves, but requiring a longer growing season than the Alaska climate affords, with early maturing varieties which are undesirable because they are small producers and have heavy beards. Many of the hybrids resulting from this cross are early enough to mature in the interior of Alaska in normal seasons and having no beards can be used for hay and fed to farm animals without being threshed. Winter rye and winter wheat can be successfully grown in interior whenever the snowfall is deep enough to protect them against the severe winter temperature. Rye, being harder than wheat, has been the more successful of the two grains.

FOR SEAL RECORDS AT CHICAGO.

At a meeting of the secretaries of state and national ass'ns held at Chicago May 21 the matter of taking seal records of grain cars at Chicago was considered, pursuant to suggestion by S. W. Strong, who explained the purpose of the meeting.

Mr. Strong said the purpose of the meeting was to consider the feasibility of having records of seals and condition of cars arriving at Chicago taken by the weighing department of the Board of Trade, and the issuance of certificates of condition.

H. A. Foss, weighmaster Board of Trade, said the weighing department now makes a record of the physical condition of cars arriving at the elevators, but the doors of the cars are opened by the state grain inspectors and seldom closed, being left open from one day to two weeks.

C. A. Ashpaugh asked whether it would pay to pay the cost of taking seal records on all of the cars arriving at Chicago when claims are filed upon only 5 per cent of the cars.

H. A. Foss said the cost of the service would be about 25 cents per car on all cars arriving; or about \$35,000 per annum, and if it developed the service could be performed for 20 cents the fee would be reduced.

S. W. Strong advised the collection of shippers' claims by the Ass'n's claim department instead of by the receivers.

Resolutions, signed by J. W. McCord, chairman of the executive com'tee of the Grain Dealers National Ass'n and sec'y of the Ohio Grain Dealers Ass'n; Lee G. Metcalf, pres. Ill. Grain Dealers Ass'n; Chas. Ashpaugh, pres. Ind. Grain Dealers Ass'n; S. W. Strong, sec'y Ill. G. D. Ass'n; C. B. Riley, sec'y Ind. G. D. Ass'n; and Jas. A. McCreery, sec'y Farmers Grain Dealers Ass'n of Illinois, were adopted, as follows:

RESOLUTIONS.

Resolved: By the representatives of shippers' ass'ns, hereto subscribing, that the Weighing Department of the Chicago Board of Trade is hereby respectfully petitioned to submit to the shippers' ass'ns a plan for establishing and conducting in said Weighing Department, as soon as may be, a bureau wherein may be kept an accurate record of the physical condition and seal record of each and every car of grain arriving in Chicago.

Resolved: That said Department of the Chicago Board of Trade be further petitioned to issue a separate certificate for each and every car of grain weighed by said Department and issued to the shipper and forwarded to him through the receiver handling the same.

Rats in the United States alone eat \$100,000,000 worth of grain each year, according to a recent statement issued by the Department of Agriculture.

The case of the Hall-Baker Grain Co. against the United States is being argued in the U. S. Circuit Court of Appeals at St. Paul. Suit was originally brot by the government, which alleged that certain elevator companies, after reducing grain in quality by mixing, were still selling it for the original grade. Judge Smith McPherson, at Kansas City, Mo., where the case was first argued, sustained the contention of the government, citing the Pure Food & Drug Act. Altho the shippers held an official certificate issued by the Missouri State Grain Inspection Dept. grading the shipment as No. 2 wheat, and sold the grain on the strength of that certificate, the officials of the U. S. Dept. of Agriculture held it was not No. 2 as invoiced, but contained an admixture of inferior wheat. Hitherto the official state certificates have been accepted as final between buyer and seller.

HESS GRAIN DRIERS

MODEL FOR 1913

The stationary driers for 1913 show a marked change in distribution of materials.

The heavy cast iron plates heretofore used have been superseded by plates of pressed galvanized steel, much less in weight, though the necessary strength is retained. This reduces the cost of the drier housing, the load upon it being lessened. The saving of material in the drier itself also permits a very substantial reduction in our price.

We announce also for all portable and stationary driers A NEW DESIGN OF STEAM COILS suitable for exhaust or live steam. The new coils provide a continuous circuit for the steam, hence positive and rapid circulation. With four pounds back pressure the largest coil is filled and thoroughly heated in less than three minutes.

These coils are so fitted that unequal strains from expansion and contraction are impossible, and there is no breakage of parts.

The pipes are self cleaning and no dust nor dirt can accumulate upon nor within them.

We have also designed a new drying system for

EAR CORN

with furnace heat. It is inexpensive, and adapted to the needs of the large grower, and of the seed merchant. No boiler required, and no machinery necessary in its operation.

With our unequalled facilities for manufacturing and our corps of drier engineers always available, we can serve you more promptly and more efficiently than others.

Free booklet and plans.

Hess Warming & Ventilating Co.

907 Tacoma Bldg.,
Chicago, Illinois

More HESS (U. S.) MOISTURE TESTERS are in use than all other makes combined.

Supreme Court Decisions

Validity of Gaming Contract.—A contract, if a gaming contract, condemned by the laws of the state, will not be enforced by its courts, even if valid in the state where it was made.—*Burrus v. Witcover*. Supreme Court of North Carolina. 74 S. E. 11.

Retention of Goods Inferior to Sample.—In an action for the price of goods retained by the buyer, the inferior to the sample, the burden is on the buyer to show a partial failure of consideration.—*Federal Discount Co. v. Reid*. Kansas City Court of Appeals, Missouri. 144 S. W. 891.

Damages for Non-Delivery of Message.—The measure of damages for failure to deliver a telegram, whereby a party lost an opportunity to sell a car of sweet potatoes, which rotted on hand as a result, was their value at the time and place of delivery, with interest, less the proper charges for transportation.—*Western Union Tel. Co. v. Federolf*. Court of Civil Appeals of Texas. 145 S. W. 314.

Withdrawal of Offer.—Where, in an action for a breach of a contract to purchase grain, there was evidence showing an acceptance of the offer to purchase made by the defendants by the purchase by plaintiff of the grain in the open market before the communication of a revocation by telegram, there was sufficient evidence to support the action.—*Cooper Bros. v. J. Rosenbaum Grain Co.* Court of Civil Appeals of Texas. 144 S. W. 358.

Carrier's Liability.—A state court may enforce the liability of an initial carrier of an interstate shipment, arising under the Carmack amendment of June 29, 1906, to the interstate commerce act of February 4, 1887, by which such carrier is made liable for a loss beyond its own line.—*Galveston, Harrisburg & San Antonio Ry. Co. and the United States Fidelity & Guaranty Co. v. L. V. Wallace*. Supreme Court of the United States. 32 Sup. Ct. Rep. 205.

Broker's Right to Close Marginal Transactions.—Where, by a course of dealing between a broker and customer for more than four years, the broker had not exercised or claimed an alleged right to close transactions without notice to the customer and an opportunity to deposit further margins, the broker might be estopped thereby from closing the customer's transactions contrary to such customary course of dealing.—*Miller & Co. v. Lyons*. Supreme Court of Appeals of Virginia. 74 S. E. 194.

Arbitration.—Where a person becomes a member of an exchange, whose charter provides a method for adjusting difficulties and settling conflicting demands, he assents to the scheme adopted, and, in the absence of fraud, imposition, or gross injustice, will not be heard to impeach in the courts the validity of the decision against him, nor can the courts examine the merits of the controversy.—*National League of Commission Merchants of United States v. Hornung*. Supreme Court of New York. 132 N. Y. Supp. 871.

Connecting Carriers under Thru B/L.—A carrier which accepts goods from a connecting carrier with notice that they were shipped under a thru B/L issued by the initial carrier to the owner assumes contractual relations with the owner, and is bound by the terms of such B/L, at least to the extent that they are usual and customary; and it cannot by issuing its own B/L to the connecting carrier, containing different terms, impose them on the owner of the goods who has not assented to, and has no knowledge of, such B/L.—*Cobb v. Brown*. U. S. Circuit Court of Appeals. 193 Fed. 958.

Oral Contract.—Where corn is sold for cash under an oral contract without any part payment or delivery the seller may refuse to deliver unless the price be first paid.—*Ficklin v. Tinder*. Kansas City Court of Appeals, Missouri. 143 S. W. 853.

Illegal Combinations.—A combination between wholesale and retail dealers in food products to control prices and to prohibit a sale to retailers not members of the combination is void as contrary to public policy and is unlawful in the sense that the members are subject to criminal indictment and in the sense that they may be restrained in equity at the suit of the Attorney General on behalf of the state without the aid of any anti-trust statute.—*Denver Jobbers Ass'n v. People*. Court of Appeals of Colorado. 122 Pac. 404.

Admission of Evidence that Dust Collectors Prevent Explosions.—In an action for damages for the death of an employee from a dust explosion in an elevator or grinding mill, where an expert witness for plaintiff had testified as to the nature of the dust in such mills, its explosive character, and the prevention of explosions by use of a dust collector, evidence as to the main object of a dust collecting system invented and installed by the witness was admissible as relevant to the issue.—*Barney v. Quaker Oats Co.* Supreme Court of Vermont. 82 Atl. 113.

Measure of Damages for Destruction of Elevator.—Where an elevator building and its equipment destroyed by fire have no market value, the real value, based on all the facts connected with the property, such as its cost, uses, age, condition and location, must be considered in ascertaining the fair cash market value, but the value of good will or the success of the business must not be permitted to increase or depreciate the compensation to be awarded.—*Close v. Ann Arbor R. Co.* Supreme Court of Michigan. 135 N. W. 346.

Void Stipulation in B/L.—A stipulation in a B/L issued by an association of several carriers, formed for the transportation of freight, that the association and the carriers shall be exempted from loss occasioned through change of weather or heat, is without force, where a damage results from the negligence of any of the carriers, since a carrier may not relieve itself from the obligation resulting from its own negligence.—*R. E. Funsten Dried Fruit & Nut Co. v. Toledo, St. L. & W. R. Co.* St. Louis Court of Appeals, Missouri. 143 S. W. 839.

Injury to Carpenter.—Where defendant's managing officer assumed to direct the method and scheme of construction of supports to a scaffold or platform necessary to be used in the work, and forbade the use of another kind of support about to be used for such scaffold, supplanting thereby the judgment of servants by his own in such respect, he is bound to know that the platform is supported in a reasonably safe manner for employees working thereon; and the negligence of such officer, a vice principal of defendant, is the negligence of the defendant for which it is liable in damages.—*Swanson v. Schmidt-Gulack Elevator Co.* Supreme Court of North Dakota. 135 N. W. 207.

Shipper Not Protected by Failure to "Post" Tariff.—Compliance with the requirements of § 6 of the act to regulate commerce of June 29, 1906, that copies of schedules and tariffs for the use of the public shall be "posted" in two public and conspicuous places in every depot, so as to be readily accessible to the public, is not essential to bring a tariff within the provision of such act making it a misdemeanor for any shipper knowingly to solicit, accept, or receive a rebate or concession whereby property is transported in interstate commerce at a less rate than that named in the tariffs "published and filed" by such carrier, as publication is a step in establishing rates, while posting is a duty arising from the fact that they have been established.—*United States v. Harvey C. Miller and Morris F. Miller*. Supreme Court of the United States. 32 Sup. Ct. Rep. 323.

Liability for Unauthorized Inspection.—The initial carrier transporting apples from one state to another issued the uniform B/L, providing that no inspection should be allowed unless permission was indorsed, that was approved by the Interstate Commerce Commission in accordance with the Carmack Amendment of June 29, 1906, to the Hepburn Act, providing that the initial interstate carrier should be liable for all injuries by the connecting carrier. The connecting carrier allowed an unauthorized inspection of the goods, which were not injured by the inspection, tho the consignee refused to accept them in accordance with its oral contract of purchase. Held that the initial carrier was not liable for conversion, there being no damage to the goods.—*Ernest v. Del., L. & W. R. R.* Supreme Court of New York. 134 N. Y. S. 324.

Posting of Rates.—Interstate freight rates are established when schedules thereof are regularly printed, filed with the Interstate Commerce Commission, and kept open to public inspection by the carrier at its freight offices, although such rates may not be posted in public and conspicuous places, as required by § 6 of the interstate commerce act of February 4, 1887, as amended by the act of March 2, 1889, as posting is not essential to make rates legally operative, but is required only as a means of affording special facilities to the public for ascertaining the rates actually in force.—*Kansas City Southern Ry. Co. v. C. H. Albers Commission Co.* Supreme Court of the United States. 32 Sup. Ct. Rep. 316.

Reparation for Overcharge.—The Interstate Commerce Commission, finding, on complaint made to it shippers alleging the excessive rates by carriers, that the rates were excessive, and fixing lower rates as maximum rates for the future, must give the shippers reparation for the amount of the gross overpayments not barred by the limitation imposed by Interstate Commerce Act, Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1909, p. 1159), and it is error for the Commission to deny reparation for anything preceding the filing of the complaint on the ground of laches predicated only on delay.—*Russe & Burgess v. Interstate Commerce Commission*. U. S. Commerce Court. 193 Fed. 678.

Rescission of Contract Estopped by Acceptance of Part.—The contract was entire. There was no offer or attempt to return any of the malt which was shipped out; on the contrary, a deduction for deficiency in quality was accepted by the purchaser, and the malt put to his own use. Consequently the purchaser estopped himself from rescinding the contract. The facts in the present case, as stated by the pleadings, are practically and substantially identical with those in *Henderson Elevator Co. v. North Georgia Milling Co.*, 126 Ga. 279, and the decision of the Supreme Court in that case is fully controlling, so that there was no error in striking the defendant's answer, nor in thereafter entering judgment for the plaintiff.—*Acme Brewing Co. v. Wm. Rahr Sons Co.* Court of Appeals of Georgia. 73 S. E. 955.

Duty of Buyer of Seized Corn.—In an action on a contract to sell sacks of cracked corn, plaintiff buyers were not prejudiced by an instruction that a particular shipment became plaintiffs' property after it was shipped, and when it was seized and condemned by the department of agriculture in the hands of plaintiffs' customers, they were bound to release the corn and look to defendant seller for the difference in the value of the corn contracted for and that delivered, together with plaintiffs' reasonable costs and charges, the evidence showing that plaintiffs discovered that earlier shipments were short in weight and defective in quality, and yet continued to receive shipments, and made no effort to release corn from seizure, permitting it to remain in a warehouse until it became worthless.—*E. T. Jennette & Co. v. City Hay & Grain Co.* Supreme Court of North Carolina. 73 S. E. 884.

Patents Granted

Bag-Holder. No. 1,027,464. (See cut.) Adolph Dahlstrom, Amery, Wis. The combination with a supporting head, of a pair of bag supporting arms, one of which has a hinged connection to the head and also having bag-engaging elements, a spring tending to open the arms, means for stopping the normal closing movements of the arms in predetermined positions, the arms capable of being further sprung together beyond such predetermined positions, a clamping bolt secured to one of the arms and a notched lock bar pivotally connected to the other of the arms and having interlocking engagement with the bolt for locking the arms together in and beyond such predetermined positions; the entire apparatus mounted on a standard with a suitable base.

Seed-Wheat Cleaner. No. 1,027,813. (See cut.) James S. Broyles, Wikel, W. Va. The combination with a grain plate mounted within a frame on an incline, the plate being provided with various openings for the elimination of foreign matter within the wheat as it passes over the surface, a crown plate mounted on the grain plate, means to regulate the pressure on the crown plate whereby the grain passing over the grain plate will be prevented from piling up, means to vibrate the frame and a lever pivoted in the frame and having means co-operating with the vibrating means for cleaning a portion of the grain plate, the cleaning means having projections adapted for engagement within the openings in the grain plate and means to intermittently trip the opposite end of the lever, whereby the plate-cleaning means will be effectively operated.

Grain Door. No. 1,027,971. (See cut.) Willard W. Allen, Pretty Prairie, Kan. The combination with a freight car having opposite door openings, of dove-tailed channel guides composed of vertical portions located at opposite sides of the door openings and closed at their lower ends and transverse top portions closed at one end and enlarged portions connecting the other ends of the transverse portions with the upper ends of the vertical portions, the enlarged connecting portions having curved inner walls provided with narrow openings and a grain door consisting of sections slidably interlocked with the dove-tailed channel guides, the enlarged connecting portions of the channel guides forming sufficient space above and beyond the narrow openings to permit the door sections to be turned and moved edgewise thru the openings to enable them to be introduced into and removed from the channel guides, the sections when in their normal position in the guides presenting flat side surfaces to the openings and adapted to slide over

Seed-Corn Drier. No. 1,027,672. (See cut.) Thomas C. Sime, Nevada, Ia. A support for ears of corn consisting of a fluted annular member, a plurality of transversely disposed fluted members which intersect at their centers and extend transversely to the annular fluted member, with a securing device embracing and rigidly engaging the transverse members at their points of intersection and a hanger secured to the transversely disposed members with a plurality of fluted ear supporting members loosely supported by the hanger.

Machine For Separating Weed-Seeds From Corn-Waste. No. 1,027,274. (See cut.) Nikolai Pawlowitsch Pichula. Rostof-on-the-Don, Russia. A machine comprising a housing, two vertical series of horizontal rolls mounted in the housing below the hopper, the rolls of each series being adjacent to and co-operating with the other series of rolls, the upper roll of each series having a covering of rough, coarse, hairy material, the hair on the latter material being finer than the hair on the top rolls of the two series and means for driving each series of rolls independently of the other.

Conveyor. No. 1,027,036. (See cut.) Joseph W. Dawson, St. Louis, Mo., assignor to Barry-Wehmiller Machine Co. The combination with sprockets arranged in pairs, on spaced vertical axes, of a pair of parallel endless chain belts carried by the sprockets, a pair of vertical supports disposed on opposite sides of the plane of the axes, a transverse member provided with deflected ends depending outside of the lateral run of the endless belts, guide rails for the upper belt secured to the deflected ends, angle bars carried by the supports intermediate of the lower sprockets, vertical connecting bars connecting corresponding links in the endless belts, and a laterally projecting carrier secured to each connecting bar.

Seed-Corn Stringer. No. 1,028,645. (See cut.) Frank E. Weaver, Corning, Ia. An appliance comprising a horizontal support, oppositely disposed horizontal bars provided at their inner ends with cross heads, the latter being of different lengths and the horizontal bars being in different horizontal planes, oppositely inclined links pivotally supporting the horizontal bars, one of the links being extended and a connecting bar between the extension of the extended link and one of the links of the other horizontal bar to cause the horizontal bars to move simultaneously in opposite directions, the cross heads adapted to support strands which in the operation of the appliance are crossed and recrossed in a manner necessary to perform the work of stringing corn.

Apparatus For Cleaning and Separating Seeds. No. 1,028,447. (See cut.) Frederick M. Dosser, Manchester, Eng. An apparatus comprising a frame, vertical angle irons thereon having bearing recesses with slots leading therefrom, vertical connecting rod brackets having upper bosses with flats adapted to pass thru the slots in the angle irons and lower bosses and forked carriers for the lower bosses adjustably mounted on

the connecting rods, ledges on the brackets and supporting boards carried by the ledges; mechanism for simultaneously adjusting the working angle of the various cleaning sections, comprising cross shafts at each side of the machine, double and single levers pivoted thereon, a screw carried in a bracket fixed to one end of the frame, an operating hand wheel on the screw and links connecting the screw to the pivoted double levers on each side.

Hand Seed-Corn Grader. No. 1,027,734. (See cut.) Charles Hunnicutt, Wilmington, O., assignor to the Charles Hunnicutt Co., Wilmington, O. The combination with upper and lower rectangular screens corrugated longitudinally and in parallelism, and having different sized corrugations extending longitudinally in the valleys of the corrugations, the lower screen being continued beyond the upper screen at one end into a corrugated imperforate spout, of a frame surrounding the perforated area of the upper screen and rising above it to form a hopper, the lower portion of the frame engaging and supporting the lower screen at one end and both sides, the sides of the frame below the upper screen being extended to engage and support the corrugated spout; the frame with an opening in the lower part of one end to work in co-operation with the two screens.

The recent suspension of Proctor & Co. of Liverpool, was due to the defalcation of an employee, amounting to over \$100,000. The loss will fall on the head of the firm, the trade losing very little.

All flour offered for sale in South Carolina after July 1, which has been bleached by any process, must be labeled "Bleached" in letters not less than 1/2 in. in height according to a notice issued by the State Dept. of Agri. The law will be rigidly enforced.

Sample Envelopes Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Shippers Notice! FREIGHT CLAIMS.

We collect them on commission.
Exceptional facilities for compelling quick action.

Give us a trial and we will prove it.

Shippers' Claim Adjusting and Collecting Company

1440 Monadnock Bldg., Chicago, Illinois
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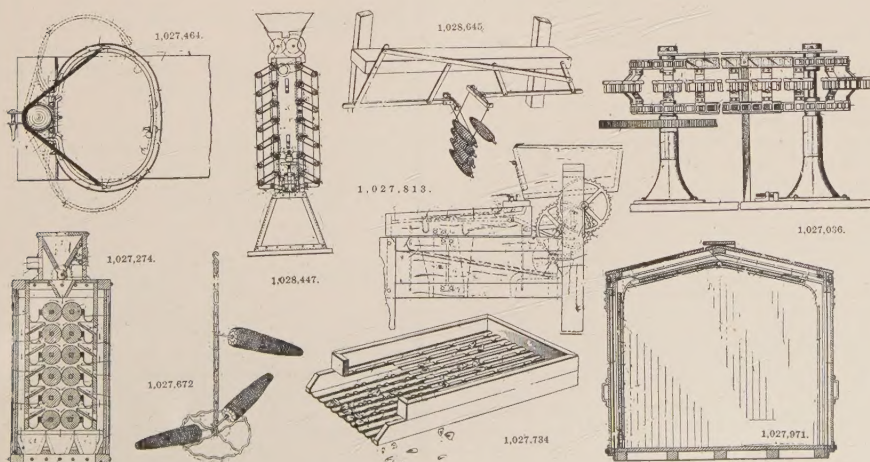
EE + FUMA =

Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.
10c per lb., in 50 lb. and 100 lb. drums.
Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.



Supply Trade

Chicago caller: J. H. Pank, with E. A. Pynch & Co., Minneapolis.

Indianapolis, Ind: The Reliance Const. Co. has reduced its capital stock from \$5,000 to \$3,500.

The only place we know of where money is made without advertising is the United States Mint.

Sioux City, Ia: The Younglove Const. Co. announce the opening of a western office at Harlowton, Mont., made necessary by recent construction work secured in that territory.

Detroit, Mich: The American Steel Belt Co. has put on the market, steel belts, the company owning the patents on belt fasteners, without which, it is said, steel belts cannot be used.

Shelbyville, Ind: The Kennedy Car Liner & Bag Co. has been incorporated at \$50,000 for the manufacture and sale of paper and bags, by F. W. Kennedy, B. F. Swain and P. G. Hunker.

Omaha, Neb: M. C. Peters of the M. C. Peters Mill Co. has perfected a machine for the milling of alfalfa, and is having a working model made. Mr. Peters says that the new machine granulates alfalfa, rather than pulverizes it.

Honest advertising is the only kind that pays in the long run. Once you lose the confidence of the purchasing public through misrepresentation in your printed messages to that public, you have lost something that is more valuable to you than your stock, your building and the ground upon which it is located.

Milwaukee, Wis: The Continental & Commercial Trust & Savings Bank of Chicago filed a bill in the U. S. District Court against the Allis-Chalmers Co., asking foreclosure of a \$15,000,000 mortgage. The bank asked that the deed of trust be affirmed and that the Company be directed to pay principal and interest in full. Failing payment, the property to be sold under the bill, but in one parcel, the bank being allowed to bid for it in the interest of the bond holders.

Indianapolis, Ind: To keep pace with their growing volume of business, Nordyke & Marmon Co. has found it necessary to enlarge its factory and office building. Two additional stories, each 52 ft. by 243 ft. have been added to building "G", giving to the already large factory, an addition of 25,300 sq. ft. The new office building will be two stories high, 43 ft. by 155 ft. containing 13,300 sq. ft. of floor space. The first floor will house the executive and general offices, and on the second, the enlarged drafting rooms.

One million dollars invested in what has turned out to be an unprofitable business and a cash loss of \$100,000 is the outcome of government ownership and operation of elevators in Manitoba.

Encouragement to provide themselves with moisture testers has been given to the inland shippers of South Africa by the Association of Chambers of Commerce of South Africa, with a view to reducing the quantity of wet maize railed to the coast. Originally the Ass'n petitioned the government to provide each station with a moisture tester, but this proposal was rejected on the ground that it was impractical.

EMPLOYEE'S LIABILITY Insurance.

Many of the newspapers of this state and employers of labor are being flooded at this time with circular matter of more or less authentic source relative to numerous insurance propositions which are designed to give relief because of the greater liability imposed upon the employer by the Illinois Workmen's Compensation Law.

A great many of these schemes are being promoted by individuals who are endeavoring to reap a harvest because of the confusion now existing in respect to this law.

The Grain Dealers and Millers are not likely to fall into line readily with schemes of this character as they have learned from experience in the past that "one-man" controlled companies do not fulfill the legitimate functions of mutual insurance, while their own mutual companies, officered and controlled by men in the same line of business as themselves and over which the policyholder has complete control at all times, do give them the best and broadest service at the lowest possible cost.

No doubt there will be many of these "fly-by-night" companies promoted within the next few months and we take this occasion to warn our friends to investigate thoroughly with whom they are dealing before placing their insurance.

Rubber covered pulleys carrying rubber belting are as dangerous as wood pulleys. This combination started a fire in the plant of J. Allen Smith at Knoxville, Tenn., which fortunately was extinguished by sprinklers with loss of only \$296.

Books Received

INDIA CROPS by Harvey C. Graham, acting chief of the Division of Research and Reference, shows that in the season of 1909-10 rice amounting to 78,731,137 acres was sown, 38,105,334 acres of millet, 22,769,918 acres of wheat, 8,104,753 acres of barley, 6,857,925 acres of maize and 2,256,979 acres of flaxseed. Wheat was produced during the season of 1910-11 to the extent of 371,645,867 bus. and exported during 1910 to the extent of 47,269,631 bus.; flaxseed was produced in 1910-11 to the extent of 22,312,000 bus., compared with 17,112,000 during the season of 1909-10; exports in 1910 amounted to 14,822,072 bus. The pamphlet contains other interesting information concerning agriculture in British India. Circular 36, U. S. Dept. of Agri., Washington, D. C.

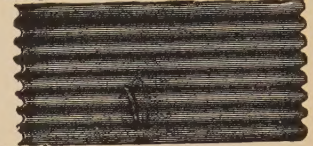
Trust busters flourished in Canada as early as 1778, when Governor Haldimand, the representative of the English Crown in Quebec, got busy with his political economy and decided that the merchants of the province were responsible for the prevailing high prices of wheat and flour. He consulted with members of the executive council of the colony and on their recommendation, issued a proclamation prohibiting the expropriation of wheat, flour and biscuits, except under license from the governor, until Dec. 1, and total prohibition of exportation from Dec. 1, 1778 until Aug. 1, 1779. Prices, however, failed to come down. Haldimand grew subtle and declared in March, 1779 that he saw a successful attempt on the part of certain merchants or traders "to engross the wheat and enhance the price of flour." At that time the colony was full of wheat, but in less than two weeks the price of that cereal mysteriously soared from 4s. 6d. per bu. to 6s. and upwards. The good governor continued fighting windmills for years and died without learning that the true cause of high prices might be something besides monopoly.

LIGHTNING RODS PURE COPPER CABLE

Approved by the leading Mutual Fire Insurance Companies
Protect your buildings from lightning and reduce your fire risks.

Write for Catalogue and particulars
THE STRUTHERS COMPANY - Peoria, Ill

GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

HAVE YOU?

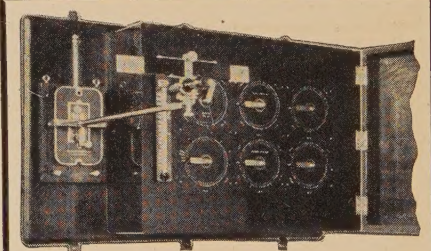


A GORDON'S FIRE EXTINGUISHER In Your ELEVATOR?

Then, now is the time you need one—to-day.
Do away with the old, foul, leaky and cumbersome barrel, throw away the ineffective, rusty and leaky fire pails—and spare a nominal expense now for a big saving later.

A Gordon's Fire Extinguisher contains two buckets in the lid, 50 to 70 gals., of non-freezing and effective fire fighting liquid. Cannot leak, foul, freeze and is always reliable and effective.
Send for circulars.

O. E. GORDON
Rays Crossing - - - Indiana



A Zeleny Thermometer System

does not cost you money.

It pays for itself

in your being able to know the temperature of the grain stored in your elevator bins.

Where the System Saves—

Needless turning of grain, grain that should be turned, but is left to heat on account of guesswork, work, worry and money.

Users tell us and will tell you that they would not be without it. For literature write

Western Fire Appliance Works
542 South Dearborn St., Chicago

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

Fire Insurance Companies



**Grain Dealers
Fire Insurance Co.**
INDIANAPOLIS, IND.

OFFERS you the services of its inspectors who have the "knack of locating the seat of danger."

A visit by them would prove beneficial, while a visit by fire would be disastrous.

C. A. McCOTTER, Secy.
J. J. FITZGERALD, Mgr.
McCOTTER & SLOAN, Mgrs.

Indianapolis, Ind.
Sioux Falls, S. D.
Kansas City, Mo.

Millers' National Insurance Co.
175 W. Jackson Blvd., Chicago, Ill.
Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)
Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . . \$1,703,365.33
Net Cash Surplus and
Permanent Fund . . . \$1,013,587.24
Losses Paid since Organization \$7,673,329.60

ORGANIZED 1883

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KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary
SAFE INDEMNITY
Flour Mills, Elevators, Warehouses, and
contents.

**MILL OWNERS MUTUAL
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DES MOINES, IOWA

The Oldest Millers Mutual
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Cash Assets over \$300,000
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**Tri-State Mutual
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Incorporated. Licensed in South Dakota.
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Our members have reduced their insurance
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see it and keep it there.

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**The Millers' Mutual Fire Insur-
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Insures Elevators, Mills, Grain Warehouses and Con-
tents of same at cost.

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Cash Surplus - - 353,034.68

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Address all Correspondence to the Company
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And get, without extra cost, the benefit
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Common Hazards, Mechanical Hazards,
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Members of Mutual Fire Prevention Bureau.

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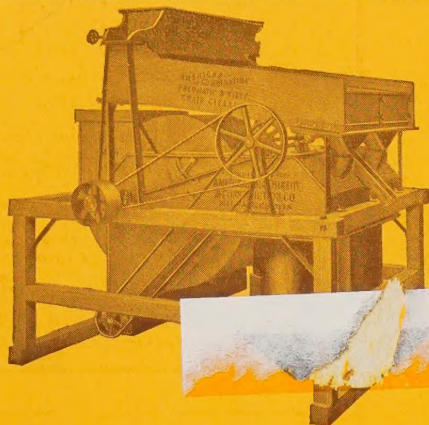
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It will pay you to install an American Grain Cleaner not because it is a cheaper machine, but because it is a better cleaner. **Better** because it will make a greater improvement in the appearance of your grain—**Better** because it will make a larger increase in the test weight of your grain without any perceptible shrinkage loss—**Better** because it will raise the market value of your grain—**Better** because it requires less power, space and attention—**Better** because it is simple in design, easy to operate, reliable in its work—**Better** for many other reasons which limited space forbids us to mention here, but which we will be pleased to mail you on request.

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And to convey over long distances or elevate to any height, where ordinary conveyors are impractical, is by : : : : :

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Will handle, either by suction or pressure—as the case may be—from 20 to 400 tons per hour in the simplest and most economical way.

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No Machinery to Break Down.

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Suction Unloaders for Cars and Boats

In use in the largest grain shipping ports in Europe for nearly 30 years.

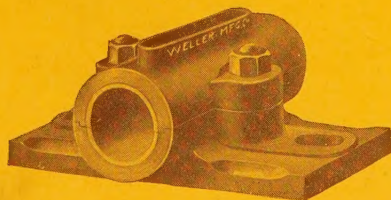
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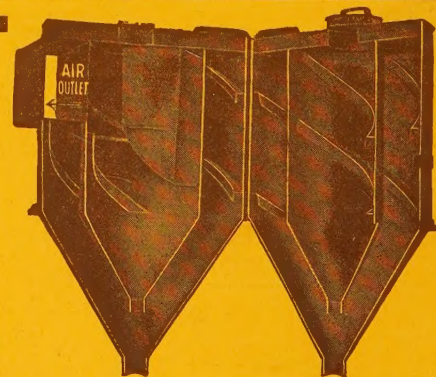
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